

FOR a year and more, MoToR BoatinG has told its readers about the plans for the 1923 International Regatta at Detroit. All is now history. It matters not what history may record about events which are yet to happen, it will chronicle this year's activities as the greatest achievement in all times to date.

Detroit can be truthfully termed the center of the motor boating universe. Its regatta this year even more than ever before, was not only national, but international in character. It was in no sense a Detroit event or even confined in interest to the Great Lakers. All motor boating centers of importance anywhere, were represented. Internationally, it was Commodore H. B. Greening, Canada's greatest sportsman, and F. G. Ericson, who made the event of such importance. The East, which has been lacking in actual speed competition for a long time, contributed largely in talent which assisted the Detroiters. It was Frederick R. Still of New York, who acted as Chairman of the Race Committee, Caleb Bragg, of the same city, who drove Packard Chrsicraft to victory in the Gold Cup event, Ira Hand and Wilbur Young of New York, with their organization of R. C.'s, made timing and scoring easy for that great wizard of such details: W. D. Edenburn; Bill Nutting, Herb Stone, Rosie and other New Yorkers—all were on the Committee Barge with a helping hand.

Buffalo contributed largely, sending four racing craft, Arab VII, Miss Mary, Baby June, and Curtiss Nick Nack, and a score of racing enthusiasts. Chicago with Webb Jay on the Race Committee and driving his Adieu III was a representative of the old timers. Of course, Commodore Sheldon Clark was on hand. The Mississippi Valley sent most of its representative boatmen, and naturally every port on the Great Lakes between Buffalo and Duluth had its quota of enthusiasts on hand.—Charles F. Chapman, Editor



119 W. 40th Street
New York



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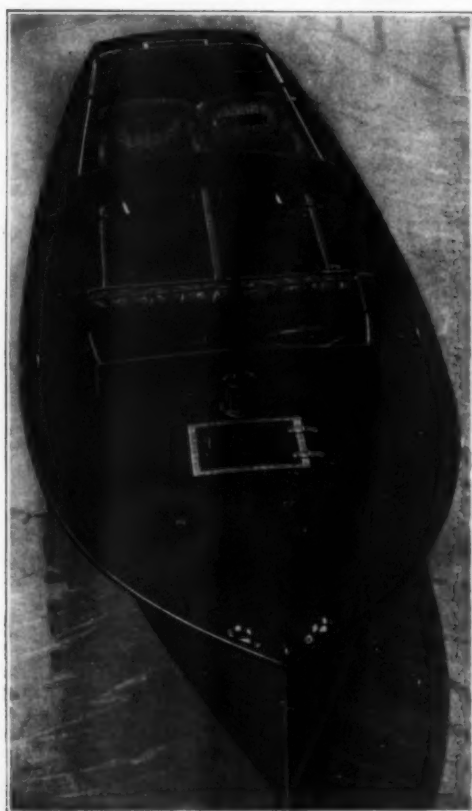
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Colonel J. G. Vincent of Detroit, Vice President and Chief Engineer of the Packard Motor Car Company, standing beside the American Power Boat Association Gold Challenge Cup, which he won for the second time at this year's Detroit Regatta with his displacement runabout, Packard Chrsicraft. Colonel Vincent is taking an enthusiastic interest in motor boating and is contributing much toward the development of boats and marine engines. He had five craft entered in the Gold Cup and Sweepstakes races, all of which were powered with Packard marine motors. The total racing mileage of Colonel Vincent's boats was close to six hundred, and no form of engine trouble was reported in all this distance

GREAT LAKES

PACKARD

The Great Lakes Packard Runabout



*Great Lakes
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Runabout*

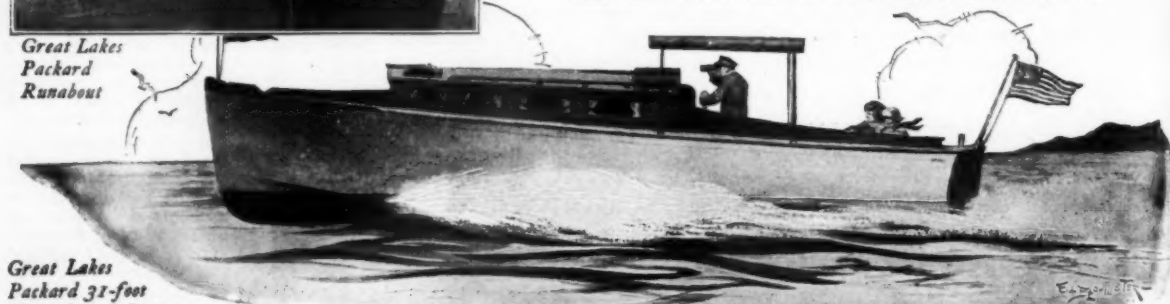
SOLD and serviced by Packard dealers, the Great Lakes Packard 26-foot Runabout is the dominant quality value in its field. With its smooth, vibrationless Packard power it makes an ideal, comfortable family runabout embodying characteristic Great Lakes quality and craftsmanship.

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DESIGNERS AND BUILDERS OF YACHTS, YACHT TENDERS, RUNABOUTS AND HOUSE BOATS

LARGEST BUILDERS OF EXPRESS CRUISERS IN AMERICA

CHAP Says

THE day has gone when American boat-builders felled trees from their own forests and mast swamps, floated them down the rivers to tide water, hewed and sawed them to timbers and planks, and fashioned them into vessels that carried the American flag to the far harbors of the world. But the tradition of honest workmanship which the early ship-builders established in America has not by any means gone.

It may seem superfluous to point out that a boat is unlike a house. It is just as true, but not as widely appreciated, that a boat carpenter is unlike a house carpenter. The house carpenter will give you shoddy construction if you ask for it. He will scimp on the scantlings, use a cheaper grade of clapboards, save a dozen tiers of shingles, if you do not care to pay for first quality material and workmanship. The house carpenter does not have to wonder whether the house will sink because of his wilful negligence.

But it is another matter with the boat carpenter. As he saws and drills and fits his lumber he has time to think: "This boat that I am building will be in use for ten, twenty, perhaps fifty years. During that time its owners are bound to take it into danger. It's up to me to be sure that the boat is strong enough to carry them out of danger."

Boat-building is not a profit-making adventure. It is an occupation for a keen head, skilled hands and a sympathetic spirit. The shipwright puts himself into his work, lavishes thought on it, exceeds the specifications, and stakes more than his reputation on the completed product. There is more than wood and metal in the hull that takes the water from the builder's ways. There is the builder's personality, and his integrity, and his love for a good job well done. If there is any profit in it, that is the final consideration. It is not gained through the sacrifice of thoroughness and honesty.



115 WEST 40th ST.
NEW YORK, N. Y.



The builder who posed under protest for the accompanying portrait will be scandalized when he learns that he has been chosen as the keystone of the above remarks. Last winter he rejected an order for a larger, more profitable craft because he did not care to be hurried in the motor boat that he was building. A Down East boat-builder himself, the blood of boat-builders flows in his veins. He is a type.

(See article on pages 24-26 of this issue.)

See Page 96 for Complete Statistics of the Race



Jay Smith and Caleb Bragg, mechanic and driver, respectively of Packard Christcraft III, which finished in third place in the 150-Mile Sweepstakes Regatta. Mr. Bragg, also drove Packard Christcraft I in the Gold Cup Regatta and through his consistent and intelligent driving, this boat was able to hold the Gold Cup for the Detroit Yacht Club for another year.

Teddy, winner of the Sweepstakes Race's top prize of \$10,000, the Regatta Circuit Rider Club's prize of \$200, for being the leader at fifty-nine miles; the Delroy prize of \$400 for leading at ninety-nine miles, and the George Marsh prize of \$200 for making the fastest three-mile lap in the race. Teddy is owned by Commodore Gar Wood and was driven by George Wood and O. Johnson. The hull and power plant were built by Gar Wood and his men at their plant at Algona.



Adieu III, owned and driven by Webb Jay of Chicago. This boat was fast and would have finished with the leaders had she not been obliged to withdraw from the race on account of gear trouble.

The World's Greatest Motor Boat Race

International Sweepstakes at Detroit for \$25,000 Cash Prizes Attracts Twenty-four Entries—Only Eight Craft Finish in the One Hundred and Fifty Mile Competition

By Charles F. Chapman

Photographs by M. Rosenfeld



Snapshot II, the real gentleman's runabout of the race. This craft was owned by John W. Stroh of Detroit, and had the weather been bad or the water rough, she would have given a good account of herself in the 150-Mile race. Unfortunately, Snapshot II lost a blade of her propeller and withdrew at the 70-mile mark.

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Gar Wood
P. Johnson
Gar Wood
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Musketeer I, the entry of Horace F. Dodge, which showed phenomenal speed on the straightaways, but whose lack of turning ability kept her out of the race



Above, Bearcat VI, owned by Jerry McCarthy, the only stock runabout in the race. Bearcat VI was powered with a 200 h.p., 6-cylinder Hall-Scott marine engine, and raced against fourteen other starters, most of which had 400 or more horse power. This boat finished in seventh place and only came into the pits once to replenish its gasoline supply. At no time during the race was the boat stuck on account of engine trouble



Packard Chriscraft III, owned by Colonel J. G. Vincent and driven by Caleb Bragg of New York, and Jay Smith of Algonac. This boat is a 26-footer, powered with a 12-cylinder Packard motor and ran a consistent race without any stops, for the 150 miles. Packard Chriscraft III won third prize of \$3,000

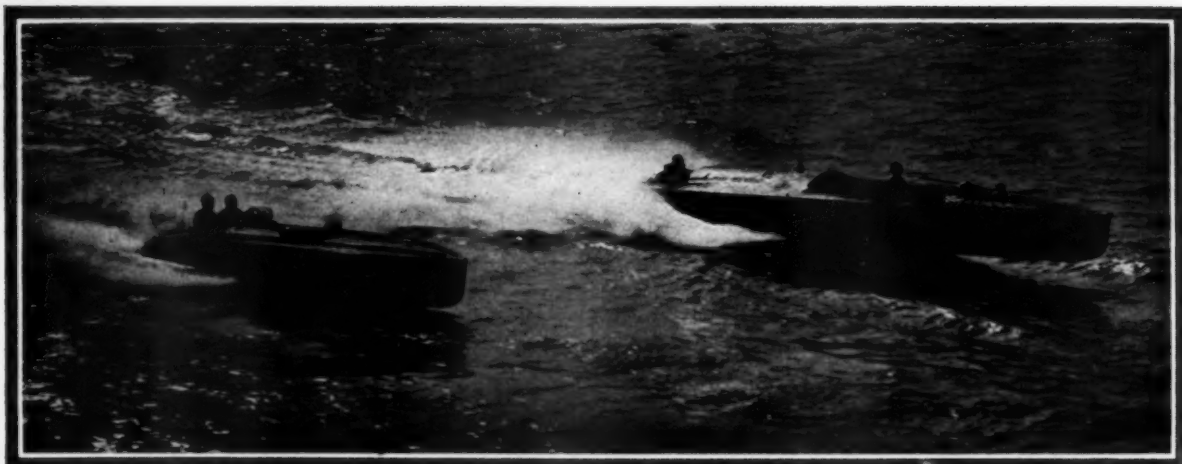
THE dope of the experts was all upset. Contrary to the forecasted opinions of most everyone, the race did go to the fastest boat. Also at odds with the viewpoints held by many previous to the race, the winning boat ran the 150 miles around the three-mile course, wide open, averaging better than fifty miles an hour for the entire distance, without failure of power plant or hull, and with little or no discomfort to helmsman or mechanician.

However, the other side to the story is this: Twenty-four craft entered, fifteen started, and only eight finished, although there was cash waiting for the first ten to complete the 150 miles. Of the eight which did finish exactly half of them were powered with motors much smaller than the maximum allowable piston displacement, several of the boats having motors of only about 600 cubic inches, while 1350 inches was allowed.

The race was planned nearly two years ago, and all conditions and details connected with the race were announced more than a year ago. The objects of such a match were two-fold: first and uppermost, to develop a gentleman's runabout which would be fast and reliable, one which would run for any distance without repairs, one which could turn reasonably well, be seaworthy, dry and comfortable in an ordinary chop which might be met in any sheltered waters where these types of boats are used, a boat which would be as fast as the older hydroplanes, and the out-and-out racing types, but would not have any of the objectionable features which have always legislated against them. The second feature which was sought was a real race with from thirty to forty competitors, a race which would attract spectators as well as being interesting



Horace E. Dodge of Detroit, owner of Musketeer I and Musketeer II, which were the products of his boat building plant at Detroit. While Mr. Dodge's boats did not finish among the leaders, yet he is not discouraged and promises to be heard from in future racing events



Rainbow III, owned by Commodore Greening, and Greyhound, Jr., the entry of Edsel Ford in the Sweepstakes races. Rainbow III, although not built as a Sweepstakes boat and powered with a Packard motor of only one-half the allowable piston displacement, yet finished in fourth place, winning a prize of \$2,000, and defeating many larger craft and boats with twice her own power. Without question, Rainbow was the fastest craft in the race and was a great credit not only to her owner, but her builder, Herbert Ditchburn of Gravenhurst, Muskoka, Canada

to the owners, driving their own boats in the race. To accomplish these ends, the prize money of \$25,000 was offered, and certain sane restrictions and requirements made as to hulls, power plants, accessories, etc., which it was thought would tend to develop the type and class of boat desired, the speed, and interest new men in motor boat racing. The rules were fixed for two years, which it was believed would help developments.

As to results: the gentleman's runabout *did not appear*, if the racing fleet as a whole is considered. While all of them complied with the letter of the rules, yet in many of the boats, the spirit was violated. Some of the competing craft were excellent and a credit to their owners and builders, but as a rule the *desire to win* was paramount and the niceties were sacrificed. There was too much tendency toward lightness in the construction of the hulls, disregard of any factor of safety and no interest in having the boat have any value or usefulness after the race. Several of the boats which were otherwise nearly perfect were wet, causing their drivers to sit in a shower of spray for the entire distance, al-

though the surface of the water could not have been more ideal.

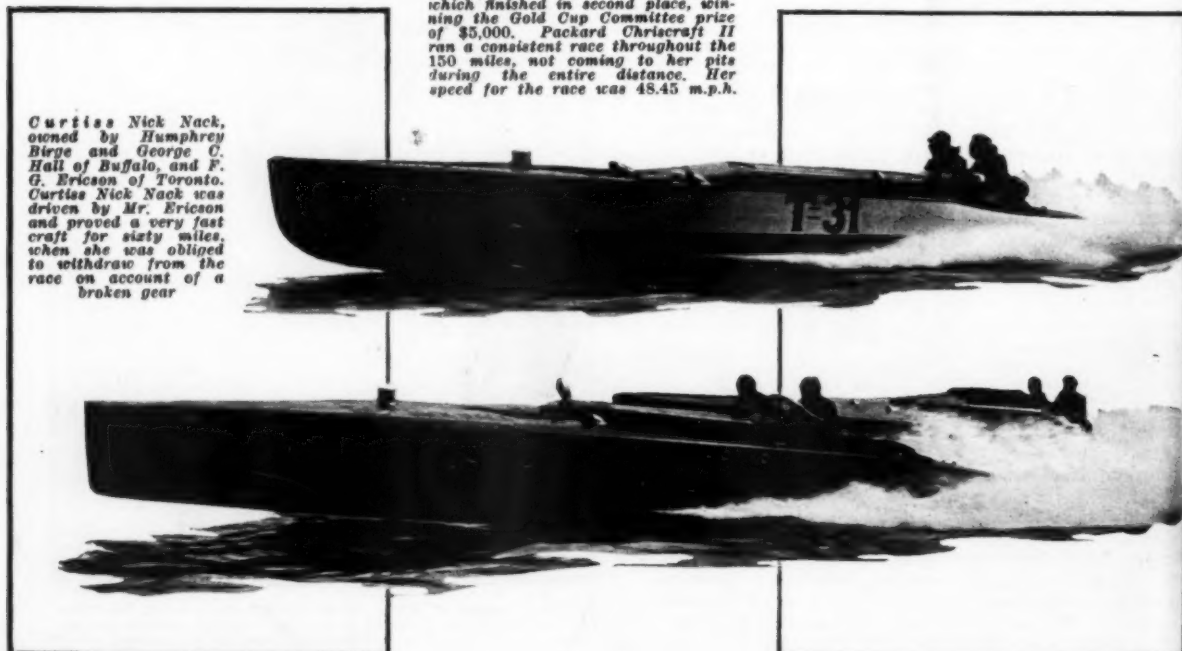
One feature stands out as a great monument of success—the reliability of the power plants and their ability to go the distance, 150 miles, with wide open throttle. In all the boats there was not a single report of engine failure. Coil failures in the ignition system, put several boats out, reverse gears, clutches and reduction gears broke up into a thousand pieces in other craft, while propeller blades, failing to have the necessary strength were the cause of some withdrawals. But the engines stood up without exceptions. Packard marine motors were used in five of the fourteen starters. Wood Liberties, with a reduced piston displacement in three of the boats, a six-cylinder Hall-Scott motor in one starter, which went through 100 per cent perfect; one had a Peerless, and the others, rebuilt Liberties and Curtiss engines. With one possible exception, there was no trouble which could be attributed to a major engine failure.

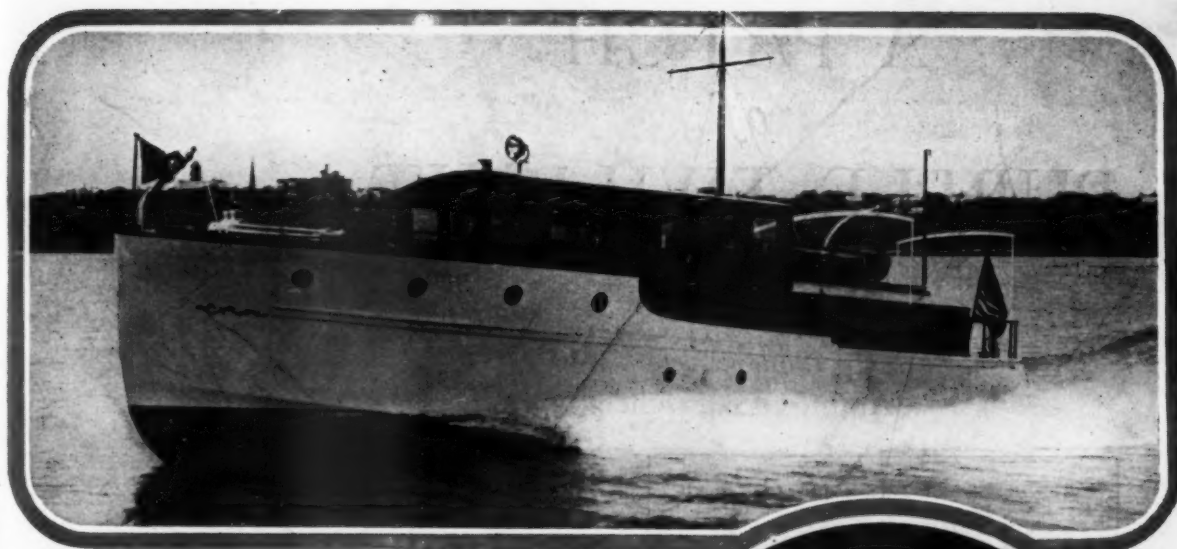
The magnitude of the cash prize was a mistake, most of the competitors be-

(Continued on page 98)

Packard Chriscraft II, owned by Colonel J. G. Vincent, powered with a 12-cylinder Packard marine engine, which finished in second place, winning the Gold Cup Committee prize of \$5,000. Packard Chriscraft II ran a consistent race throughout the 150 miles, not coming to her pits during the entire distance. Her speed for the race was 48.45 m.p.h.

Curtiss Nick Nack, owned by Humphrey Birge and George C. Hall of Buffalo, and F. C. Ericson of Toronto. Curtiss Nick Nack was driven by Mr. Ericson and proved a very fast craft for sixty miles, when she was obliged to withdraw from the race on account of a broken gear

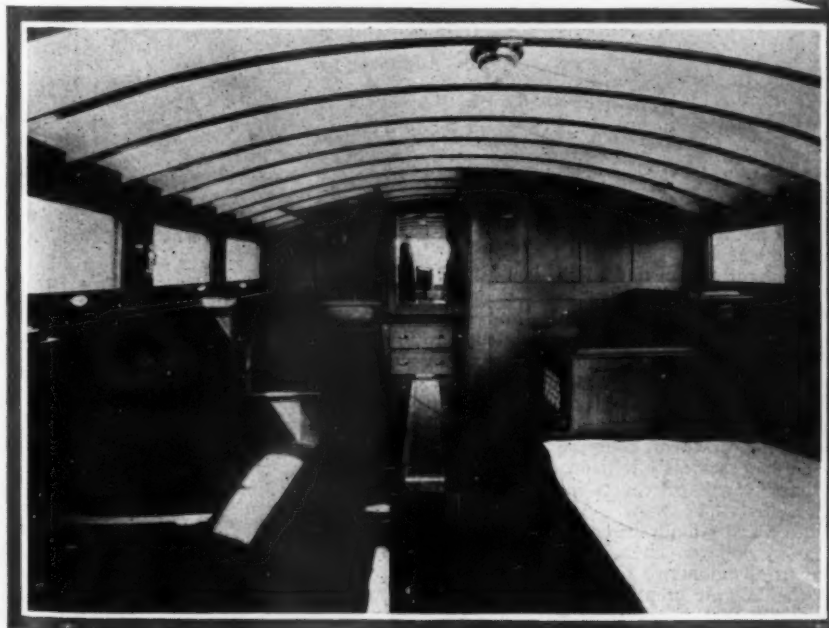




Forty-five Feet And A Kitchenette

Small Compact Quarters with All Conveniences for Housekeeping and Comfort Are Characteristic of the Newest Cruiser Craft

THE trend of the times is toward small, compact living quarters where people are relieved of household duties and where they have every convenience but with very few responsibilities. The large apartment and the house with their responsibilities and corps of servants have been given up by a great many people in favor of the newer apartment hotels. The kitchenette apartment is the result of careful study to combine every possible convenience and comfort within the confines of a few small rooms.



This same situation may be also applied to boats. There are many yachtsmen who prefer to do their own work aboard their own boat and who would like the convenience of a larger craft but do not wish its responsibilities and the necessity of a large crew. They would prefer to run their own boat and perhaps have one all-around man who would be engineer and who could take care of the various duties of the boat. With this in view, the Great Lakes Boat Building Corporation have originated a design of a 45-foot cruiser based upon just such demands as those mentioned above. This design is the result of much (Continued on page 68)

The newest 45-foot Great Lakes Cruiser has speed when needed, together with comfort and convenience at all times. The machinery installation consists of a pair of Sterling Sea Gull engines

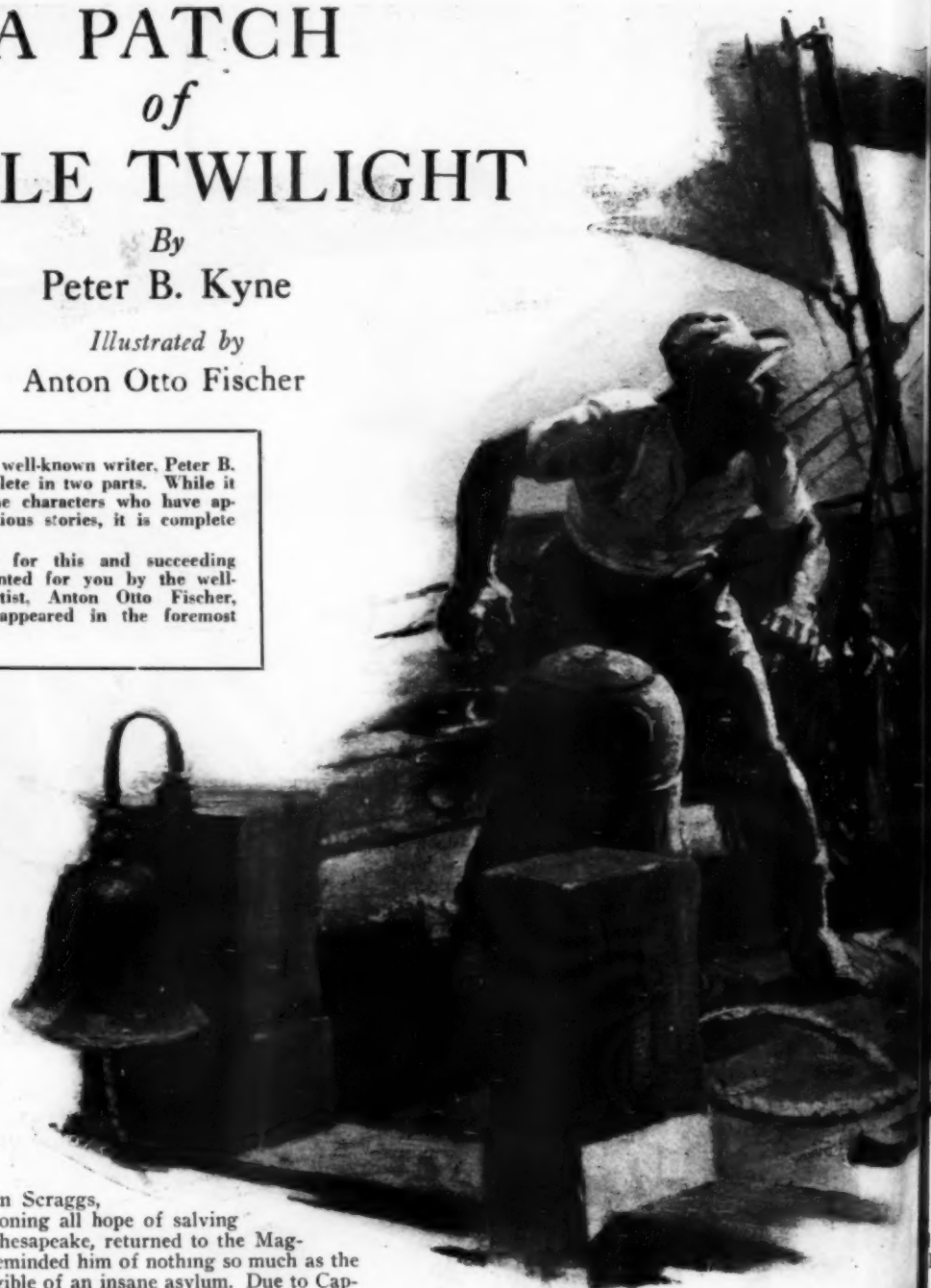
A PATCH *of* PURPLE TWILIGHT

By
Peter B. Kyne

Illustrated by
Anton Otto Fischer

This story by the well-known writer, Peter B. Kyne, will be complete in two parts. While it deals with the same characters who have appeared in the previous stories, it is complete in itself.

The illustrations for this and succeeding issues will be painted for you by the well-known marine artist, Anton Otto Fischer, whose work has appeared in the foremost publications.



WHEN Captain Scraggs, after abandoning all hope of salvaging the bark Chesapeake, returned to the Maggie, the little craft reminded him of nothing so much as the ward for the incorrigible of an insane asylum. Due to Captain Scraggs's stupidity and the general inefficiency of the Maggie, the new navigating officer was of the opinion that he had been swindled out of his share of the salvage, while the new engineer, furious at having been engaged to baby such a ruin as the Maggie's boiler turned out to be, blamed Scraggs's parsimony for the loss of his share of the salvage. Therefore, both men aired with the utmost frankness their opinion of their employer; even Neils Halvorsen was peeved. Their depression and rage was nothing, however, compared with that of Captain Scraggs's. He had recklessly jettisoned approximately two hundred dollars' worth of vegetables; indeed the loss might go higher, for all he knew. Also, he had lost his skiff, and McGuffey and Gibney had practically blackmailed him out of forty dollars. Then, to cap the climax, he had been forced to abandon two thousand dollars to his enemies; and as the Maggie crept north at three knots an hour the knowledge that he must, even

against his desires, install a new boiler, overwhelmed him to such an extent that he found it impossible to submit silently to the nagging of the navigating officer. One word borrowed another until diplomatic relations were severed, and, in the language of the classic, they "mixed it." They were fairly well matched, and, to the credit of Captain Scraggs be it said, whenever he believed himself to have a fighting chance Scraggs would fight and fight well, under the Tom-cat rules of fisticuffs.

Following a bloody battle in the pilot house, he subdued the mate; following his victory he was still war mad, so he went to the engine-room hatch and abused the engineer. As a result of the day's events, both men quit when the Maggie was tied up at Jackson Street wharf and once more Captain Scraggs was helpless. In his extremity, he wished he hadn't been so hard on Mr. Gibney and McGuffey, for

Part I.

The concluding installment of this story will appear in the November issue of MoToR Boating.

Along about sunset I was up on the fo'castle head singin' Nancy Brown when who should pop up onto the bowsprit but Pinky. She sat there a minute danglin' her legs an' smilin' an' s'help me, Mac, if it hadn't been daylight still, I'd a-swore she was a sperrit

realized he could never hope to get them back until their wage money should be spent.

He had other tortures in addition. He could not afford to await the construction of a new boiler, for if he did some other skipper would cut in on the vegetable trade he worked up, for vegetables, being perishable, could not be on the dock at Halfmoon Bay longer than forty-eight hours. It behooved Scraggs, therefore, to place an order for the new boiler and, in the meantime, to get a gang down to the Maggie immediately and put in at least ten new pistons. By working night and day this job might be accomplished in forty-eight hours, and, fortunately, Sunday intervened. Scraggs shuddered at thought of the expense, for in addition to being parsimonious he had very little ready cash on hand and no credit.

When Mr. Gibney and McGuffey, wrapped in the calm of their new-found financial independence, arrived at the Maggie's berth, they were inclined to levity. Indeed, they had come for the express purpose of spoofing their late employer; to crow over him and grind his poor soul into dirt. Fortunately for Scraggs, he was not aboard, but

sounds of activity coming from the engine room aroused McGuffey's curiosity to such an extent that he descended thereto at great risk to a new suit of clothes and discovered four men at work on the boiler. They had cut the rivets and removed the head and at sight of the ruin disclosed within, Mr. McGuffey was truly shocked—and awed. Why he hadn't been blown to Kingdom Come months before was a profound mystery.

He came up and joined Mr. Gibney on a pile of old hemp hawser coiled on the bulkhead. "Danged if I don't feel sorry for old Scraggsy, for all his meanness," he declared. "It's goin' to cost him five hundred dollars to patch up the old boiler an' keep the Maggie runnin' until he can ship a new boiler. The ol' fool don't know a thing about the job himself an' there's four men down there, without a foreman, solderin' on him an' soakin' him a dollar an' a half an hour overtime. He's in so deep now he might as well jump into bankruptcy entirely an' put in a set o' piston rings, repack the pumps, an' the stuffin'-box, shim up the bearin's an' do a lot of little things the old Maggie's just hollerin' to have done."

"To err is human; to forgive divine," Mr. Gibney orated. 'Come to think of it, Mac, we give the old man all that was comin' to him the other day—a little bit more, mebbe. He must be raw an' bleedin', an' it wouldn't be sporty to plague him some more."

"Durned if I don't feel like jumpin' into a suit of dungarees an' helpin' him out in that engine room, Gib."

"Troubles always come in a flock, Bart. The Square-head tells me his new navigatin' officer an' the new engineer has jumped their jobs. It's a dollar to a dime he asks us to come back if he sees us half way willin' to be friendly an' forget the past."

"Well," the philosophical McGuffey declared, "seem' as how we've reformed, even with money in bank, we might just as well be workin' as loafin'. There's more money in it. An' if it wasn't that Scraggs is so ornery there's worse jobs than me an' you had on the old Maggie."

"I been wonderin' if we couldn't reform Scraggsy by heapin' coals of fire on his head, Bart."

"What d'ye mean? Heapin' coals o' fire on Scraggs'd sure keep an ash hoist busy."

"Oh, I dunno, Bart. The old man has his troubles. There's Mrs. Scraggs a-peckin' at him every time he goes home, an' the Maggie's a worry, not to mention the fact that there ain't much more'n a decent livin' for him in the green-pea trade. An' he ain't gittin' any younger, Bart. You got to bear that in mind."—"Yes, an' he's been dis-

app'inted in his ambitions," McGuffey agreed. "On top o' that, the Ocean Shore Railroad is buildin' down the coast an' as soon as the roadbed is completed over the San Pedro Mountains them farmers'll haul their produce to the railroad in motor trucks—an' there won't be no more business for the Maggie. Three months more'll see the Maggie laid up."

Mr. Gibney nodded. "It's just the sweet tenderness of Satan we'll be flush when Scraggsy's broke, Bart."

"Dang it, Gib, I sure feel sorry for the old man after takin' a look at that engine room. She's a holy fright."

"Well, we'll make up with him when he comes back, Bart, an' if he shows a contrite sperrit—well, who knows? We might do somethin' for him."

"He's got to have some financial help to get that engine turnin' over again, that's a cinch."

"So I been thinkin'. We might lend him a coupler hundred bones at ten per cent., secured by a mortgage on the Maggie, if he's up ag'in it hard. Havin' money in bank is one thing but locatin' an investment for it is another. I've kidded the old man a lot about the Maggie, but she's worth two thousand dollars if somebody'd spend a thousand on her inner works an' give her a dab o' paint an' some new fire hose an' one thing an' another."

"We'll wait here until Scraggs shows up an' see what he says. If he still says 'Good mornin', boys,' we'll answer him civil an' see what it leads to, Gib."

Mr. Gibney grunted his approval and Mr. McGuffey, bringin' out a pocket knife, fell to manicuring his terrible finger nails, and paring the callous patches off his palms. Mr. Gibney lighted a Sailor's Delight cigar and puffed meditatively, the while he watched a gasoline tug kicking the little schooner Tropic Bird into an adjacent berth. From the Tropic Bird came an odour of copra and pineapple and Mr. Gibney sighed; evidently that South Sea fragrance aroused in him old memories, for presently he spat overboard, watched his spittle float away on the tide, sighed again, and declared, apropos of nothing:

"When I was a young man, Mac, I was a damned fine young man. I had a bunch o' red whiskers an' a pair o' fists like two picnic hams. I was a wonder."

Silently Mr. McGuffey nodded an endorsement of his comrade's indicated horsepower and peculiar masculine beauty in the days of the latter's vanished youth. He continued to prune his hands.

"I was six feet two in my socks, when I wore any, which wasn't often," Mr. Gibney continued. "I've shrunk half an inch since them days. I weighed a hundred an' ninety-seven pounds in the buff an' my chest bulged like a goose-wing tops'l. In them days, I was an evil man to monkey with. I could have taken two like Scraggsy an' chewed 'em up, spittin' out their bones an' belt buckles. I sure was a wonder."

"You must ha' been with them red whiskers on your face," McGuffey agreed. He refrained from saying more, for instinct told him Mr. Gibney was about to grow reminiscent and spin a yarn, and B. McGuffey had a true seaman's reverence for a goodly tale, whether true, half-true, or wholly fanciful.

Mr. Gibney sniffed again the subtle tang of the South Seas drifting over from the Tropic Bird, and when a Kanaka, scantily clad, came on deck, threw a couple of fenders overside and retired to the forecabin singing one of those Hawaiian ballads that are so mournfully sweet and funereal, Mr. Gibney sighed again.

"Gawd!" he murmured. "I've sure made a hash o' my young life."

"What's bitin' you, Gib?" Mr. McGuffey's voice was molten with sympathy.

"I was just thinkin'," replied Mr. Gibney, "just thinkin', Mac. It's the pineapples as does it—the smell of the South Seas. Here I am, big enough and old enough and ugly enough to know better, and yet every time the City of Papeete or the Tropic Bird or the Aorangi come into port and I see the Kanaka boys swabbin' down decks and get a sniffer o' that fine smell of the Island trade, my innards wilt down like a mess o' cabbage an' I ain't myself no more until after the fifth drink."

"Sorter what th' feller calls vain regrets," suggested McGuffey.

"Vain regrets is the word," mourned Mr. Gibney. "It all comes back to me what I hove away when I was young an' foolish an' didn't know when I was well off. If there'd only been some good-hearted lad to advise me, I wouldn't be a-setting here on a hemp hawser, a blasted beachcombin' bucko mate and out of a job. No, siree. I'd 'a' still been King Gibney, Mac, with power o' life an' death over two thousand-odd blackbirds, an' I'd 'a' had a beautiful wife an' a dozen kids maybe, with pigs an' chickens an' copra an' shell an' a big bungalow an' money. That's what I chucked away when I was young an' nobody to advise me."

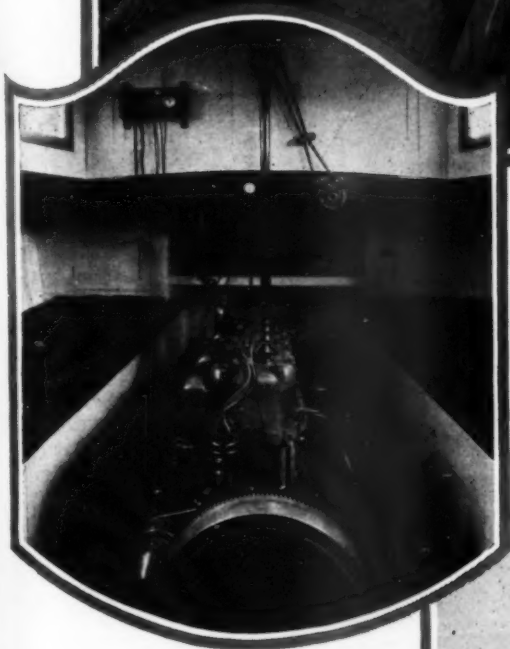
McGuffey made no comment on Mr. Gibney's outburst. There are moments in life when silence is the greatest sympathy one can offer, and intuitively McGuffey felt that he was face to face with a tragedy. When a shipmate's soul lay bare it was not for the McGuffey to inspect it too closely.

"Yes, McGuffey, I was a king once. Some people might try to make out as how I was only a chief, but you take it from me, Mac, I was a king. I was King Gibney, the first, of Aranuka, in the Gilberts, with the seat of government at Nonuti, which is a blackbird village right under Hakatuea. No matter which way you approach, you can't miss it. Hakatuea's a dead volcano, with ashes on top and just enough fire inside to cast a glow against the sky at night. There's a fair anchorage inside the reef, but it takes a good man to land through the surf at high tide in a whaleboat. I used to do it regular. Aranuka was a nice place, with plenty of fresh water, and some of the Island schooners, and once in a while a British gunboat would (Continued on page 78)

Still Going Strong

HERE is another wonderful story dealing with the further adventures of Captain Scraggs and his cronies Gibney and McGuffey, from the facile pen of Peter B. Kyne. In this tale their adventures are carried on in a story which will be concluded in the next issue. This story as well as the remainder of this famous series will be complete in itself, although the main characters who appear are the same ones who have been the heroes of the previously published stories.

As a result of the continually increasing quality of the editorial content of MoToR BoatinG, new dealers from all sections report their allotment of copies completely sold out. How many readers in seeking to secure a copy have met with the same old reply, "sold out." The surest way to insure receiving a copy without any interruption and the certainty of keeping in touch with Captain Scraggs and his crew is to have your name placed on the regular subscription lists.—Editor.



The Standardized Standardette

A Big Able 38-Footer Fitted With the 35 H.P. Kermath Is the Newest Stock Cruiser

The powerful Kermath 35 is installed in a big engine room, where it is thoroughly accessible. In this boat it turns up to about 800 revolutions and drives the hull very efficiently and economically

The new Standardette is a 38-foot cruising boat being built by the T. A. Kyle Company at City Island, N. Y. The cabin forward is tastefully arranged, while through the doorway can be seen the refrigerator and a portion of the galley equipment

Accommodations are provided for a party of six who are supplied with all the comforts of a large houseboat. There is ample head room, plenty of power, speed, and an attractive appearance. It will make an ideal boat for the proposed cruise to Florida this winter



Chriscraft and Rainbow Tie for Gold Cup

On Points, Three Seconds Equal Two Firsts and a Fourth. But Packard Chriscraft Makes Best Time for Ninety Miles and Is Awarded Trophy

NEVER has a victor been more popular in a racing event than is the loser of this year's American Power Boat Association Gold Cup Race. After leading the way for sixty miles in the first two heats and for twenty-five of the thirty miles of the last heat—thus, all but winning the coveted Gold Cup—a mere cotter pin falls from the rudder fastenings and the work and plans of a year are undone. Rainbow stops for eight minutes in an unsuccessful effort to make repairs, then continues to the finish line not to receive

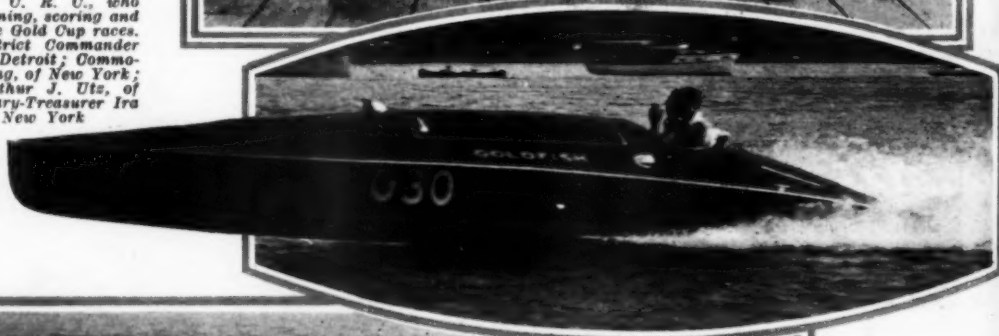


F. V. Rippingille, official measurer at the Detroit races. Ripp was imported from the Indianapolis Speedway Automobile Races, where he has been measuring piston displacement and overall lengths of cars for years. He found the motor boat measurements somewhat different, but conclusively proved that in his official capacity he ranks at the top.

Officials of the R. O. R. C. who helped out in the timing, scoring and entertainment at the Gold Cup races. Left to right: District Commander L. H. Thomson, of Detroit; Commodore Wilbur H. Young, of New York; Vice-Commodore Arthur J. Uts, of Buffalo, and Secretary-Treasurer Ira Hand, Sr., of New York



Goldfish, H&S Ford's entry in the Gold Cup Regatta. Goldfish was driven by Paul Strasburg, of Detroit



Rainbow III, owned by Commodore Harry B. Greening, of Hamilton, Ontario, and Baby Jane, owned by George C. Hall, of Buffalo

the trophy, but the most glorious and enthusiastic round of cheers and congratulations for his sportsmanship which ever welcomed home a conquering hero.

Everyone expected Rainbow III to win the Gold Cup after seeing her perform over the sixty miles of the first two heats and almost everyone hoped that she would win. She was miles and miles faster than any other craft in the race, even with the reserve speed which her owner and driver never was obliged to and never did show to the public; was apparently as good a sea boat as any of the craft entered, was as well steered and handled as any, and what is of far greater moment, was the neatest, finest and best constructed craft that not only raced in a Gold Cup event, but ever sailed the seas, either in or out of competition. In view of all this and much more, Rainbow III deserved to win, but—and here again as has so often happened in the past (it is just that little word *but* that threw the balance)—a minor detail in (Continued on page 106)



Commodores Gar Wood of the Detroit Yacht Club and H. B. Greening of the Royal Hamilton Yacht Club, both of whom drove their boats in the Gold Cup Regatta



Photographs by M. Rosenfeld

Curtiss Baby Gar, owned by Gar Wood. This boat finished third in the first two heats of the Gold Cup race, and first in the last heat, after Rainbow had been disabled by rudder trouble



Packard Chriscraft, owned by Colonel J. G. Vincent, of Detroit, and driven by Caleb Bragg, of New York City. This boat tied Rainbow on points for first place, and because her total elapsed time for the ninety miles was better than Rainbow's, she was awarded the A. P. B. A. Gold Challenge Cup





Simplicity and spaciousness predominate throughout the house. Models and half models of famous vessels grace its walls



Booth Tarkington delights in handling the wheel and controls of his fast cruiser Zantu

Booth Tarkington Has A Hobby

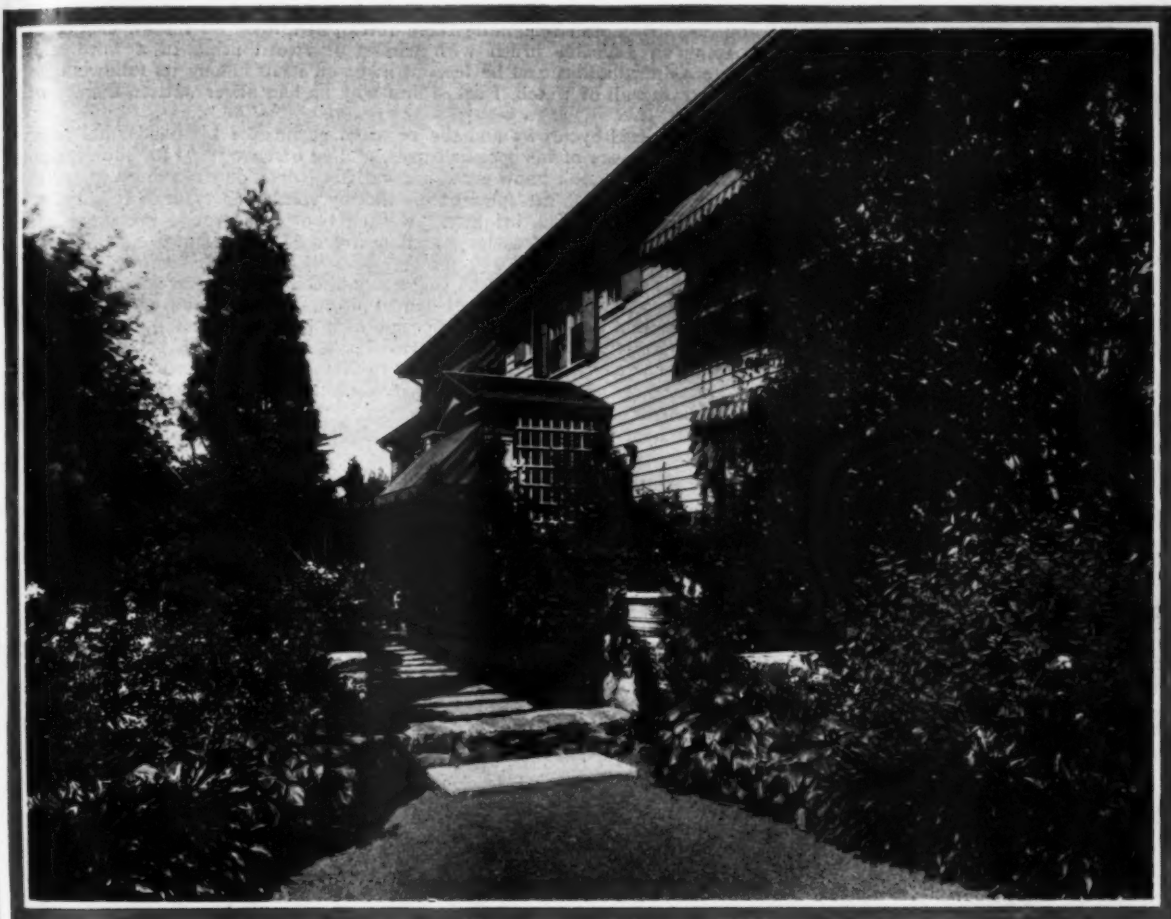
Author, Playwright, and Boatman
With A Marvelous Collection

THE elderly lady seated in the bow of the little motor ferry of Kennebunkport, Me., quivered with indecision. Thought processes were reflected in her eager face, and you could almost read there an advance quotation from her next letter home: " . . . and I couldn't make up my mind whether to wave or not. There he was in his motor boat, the Zantu, and me passing within a biscuit toss—no—half a biscuit toss. Finally I just threw reserve to the winds, and as we went by I smiled and waved my handkerchief. And he smiled back, just exactly as if nobody had ever heard of him."

There is no question that the elderly summerite smiled, and waved. She did more. As the ferry passed under the bow of the Zantu she said to a companion in an enraptured whisper:

"That's Booth Tarkington."

"You know," said Mr. Tarkington, when the ferry had chugged its way beyond the sound of his voice—"You'd hardly believe that after half a lifetime spent in Kennebunkport I've become a celebrity this summer. Covert glances and bated breaths fill the Post Office when I go in for mail, and I can't walk down the street without leaving



The house sets with the road and is in the midst of a wonderful setting of shrubbery and flowers

h Tarkington A Hobby

Who Has Surrounded Himself
of Mementoes of the Sea

a string of suspended conversations hanging in midair. At first it was very embarrassing."

"Is it your new motor boat that has brought you this glory?" I asked, realizing from a twinkle in the author's eye that his recent fame did not emanate from books and plays.

"No, Zantu has nothing to do with it," was the smiling reply. "The other day I caught the whole of the phrase beginning 'That's Booth Tarkington,' and this is the way it goes: 'They say that Tommy Meighan is going to visit him in the fall.'"

"I don't know how the rumor got around, but I am enjoying my heyday while I may."

If a less jocular proof of the innate modesty of this celebrated Indianan is needed, it may be told in a few words. With random exceptions he has spent the last twenty-one summers in Kennebunkport, which is as maritime in its tradition as any town along the coast of Maine. Mr. Tarkington calls his summer home Seawood, and it is filled with mementoes of the sea. Among his friends are retired sea captains, and his talk frequently turns to a repetition of their yarns. His hobby is the collecting of



Booth Tarkington at work on the little balcony which overlooks the spacious living room below



ship models. In his favorite sport of motor boating he delights most in putting to sea and remaining there for an afternoon on the off chance of having an amicable brush with whales or sword fish. In a word, salt water enthralls him, and he feels at home on it, or among its followers.

Knowing all of which, I asked him why he had never written a story of seafaring life.

His uplifted eyebrows and the negative gesture of his hands told their story in advance of his spoken words. "I've often wanted to," he replied, slowly, "but I don't know enough about it. No. You have to go to sea in your youth to catch the spirit of it—and my youth was spent in Indiana.

"I have," he added, brightly, "written two plays around the shore life of seafaring men, and as long as they are not shown Down East I think they will get by."

Feeling that more might be told about the plays, I asked if any of Mr. Tarkington's sailor friends had delivered an expert opinion of them.

The author thought a moment and then brought to mind the case of Captain Cutler, former commander of the Eastern Star, sailing out of Boston. The captain made a journey to New York the winter of was playing, and Mr. Tarkington made it possible for him to secure tickets to the show.

"Our next meeting," the playwright related, "I asked the captain how he had liked my play."

"Why it was wonderful, Mr. Tarkington, wonderful," he said. "True to life right up to the topgallant-sails. I couldn't take my eyes off it for a single minute. It couldn't be beat."

"This," said Mr. Tarkington, "was praise enough, but somehow the captain's eulogies didn't seem to fit my question, so I pressed him with, 'Captain, what particularly did you think was wonderful about the play?'"

"The picture," said Cutler, "the picture of my old ship, the Eastern Star. Wherever did you get hold of it?"

(Continued on page 122)

Thurkill, the ex-whaler, who handles the cruiser Zantu for Booth Tarkington. He keeps it in top notch condition and takes great pride in his craft



The large sea chest in the living room is a relic fashioned by some unknown Dutch mariner back in 1758. The marvelous illustration painted on the cover is descriptive of a fishing voyage engaged in by the ancient owner

Photographs by M. Rosenfeld



The million dollar club house of the Detroit Yacht Club where Detroit automobilists seek their recreation



One of the Elco cruisettes which served to convert Richard Stevens to the supreme sport of motor boating

Graduating from The Motor Car

Conversion of the Ardent Automobilist to A Full Fledged Yachtsman Is Painlessly Accomplished

By Richard Stevens

IT is a big jump from motor car-ing to motor boating. For me, it is a jump from the known to the unknown; for I have owned and driven cars for over fifteen years whereas I have never owned a boat and know absolutely nothing about boating. I say I have never owned a boat. Two weeks ago that statement was correct. Today I do own a boat; or at least, I have ordered one, but I have never seen it, let alone run it.

My decision to shift my affections from motor car-ing to motor boating was made on August fifth of this year. That was a Sunday. I had been touring in the Adirondacks. On Saturday I checked out of Charlie Van Auken's at Thendara, planned to spend the night at Stamford in the Catskills and run on to New York on Sunday. I ought to have known better than to plan to drive on Sunday. But I thought that I would be able to make the best part of the trip before the Sunday crowd got under way. I was sadly mistaken, however. From Stamford to my home in New Jersey the trip was one large parade. I think that seventy-five per cent. of all automobilists had that day planned to tour between Stamford and New York. Moreover, I believe that half that number were new drivers, for never before had I seen such reckless and careless driving. It was a hot, tiresome, dusty, dirty ride and when I arrived home

at seven o'clock I felt that I had done a day's work. And that night, after supper, I announced that I was done with motor car-ing as a recreation.

Let me say right here, however, lest you think that I am governed entirely by impulse, that the idea of motor boating as a recreation first occurred to me earlier in the summer.

One day along about the middle of June, I think it was, I had to see a friend whose office is in New York. I telephoned to make an appointment and was advised that he was on a vacation for a few days but could be reached at his home. I telephoned him there and he suggested that I meet him at three o'clock at the Manhasset Bay Yacht Club at Port Washington. When I arrived there was a message to the effect that I was to take the Club launch out to his boat. Now, up to that time I had not been on a small boat for thirty years. Then, I spent one or two summers at Shelter Island and I fussed around cat boats a bit, but always with a competent and reliable old captain in charge. So, when I stepped into the Club launch and we started out in what appeared to me to be a mighty choppy sea I must admit that it was with a feeling that I was launched upon a perilous journey. Later on, when my friend suggested that we cruise around a bit in the Sound and discuss the business in hand while under way, I



The immense pier and boat basin of the Detroit Yacht Club. Roads in Detroit are so congested that the motor boat offers the only rest and recreation possible in the city of automobiles

felt that it was absolutely a foolhardy thing to do, for his boat looked to me to be a mighty small affair in which to cruise the Sound. I had the idea then, and am not entirely free from it now, that a Fall River Line steamer is about as small a boat as I care to trust myself on.

Five hours later, however, as we sat on the Club porch having dinner I felt that the motor boating bug had given me a bad bite, for the trip had been a revelation to me. My friend handled his boat with the greatest of ease. There was no dirt, no dust, no wild Indians trying to pass us, no traffic cops. We had room a-plenty in which to cruise, and on the boat, room a-plenty in which to move around, to stretch. My friend sat in a comfortable wicker chair in front of the steering wheel. He did not have to keep a tight grip on the wheel, nor his eyes riveted on the road ahead, or to be more correct, the sea in front of us.

During dinner I asked many questions. What were the requirements to obtain a driver's license? and, What did he do if caught in a storm or in a fog? and, What would he do if the motor stalled when he was out in the Sound? and, When on an overnight cruise where could he park the boat? My questions were many and probably ridiculous. A gentleman sitting at a table near us looked at me once and then I heard him say something to his dinner partner. I caught just one word and that was "land lubber." It is only through questions, however, that we learn. And I wanted to find out about boats.

That was the middle of June, as I have said. Following

that experience, I sought information everywhere. I read magazines on the subject; books on the subject; I studied charts. The Cruise of the Hippocampus, by Alfred Loomis, I read twice; while Motor Boat Handling, by Charles Chapman, became for the time being my Bible.

When, a few days after that trip from Stamford to New York, I announced to my friends that I was going in for motor boating, the comments were numerous—and various. Those who owned boats said that I was doing the sensible thing; those that did not, said that I had more nerve than wisdom. What, they asked, did I know about navigation, and about buoys, and about spars and lighthouses and the various kinds of signals? To all of these questions I had but one reply, and that was that I knew absolutely nothing about these things. I always added the thought that when I purchased my first automobile, neither did I know anything about spark plugs and pistons and road rules. My motor car friends seemed to feel that that is entirely different. Just how, is something that I fail to understand.

While my motor car friends ridiculed the idea, my boat friends started in to give me all sorts of advice on what kind of a boat to buy, where to buy it, and what kind of equipment I should have when once I owned the boat. Never before did I realize that the purchase of anything was so complicated a transaction. One friend said that a yawl was the only thing to have; another, that I should buy a ketch, while a third said that I needed a schooner. Others said that a (Continued on page 126)

For the Car Owner

FOR a long time we have been waiting for a certain type of story. One which told of the evolution of the motorist to motorboatman. At last we have it. In this story, Richard Stevens gives his reasons for deserting the motor car as a means of recreation, and turning to motor boating. In the November issue he will tell of his first trip under the guidance of an instructor; and then of his first trip as master, mate, and crew.

Keen Competition *on the* Chesapeake

Regatta of the Chesapeake Bay Yacht Club Provides a Day of Sport for Visitors and Members



IN order to show that portions of Chesapeake Bay had a keener interest in motor boating, than merely serving as an anchorage for the vast numbers of cruising yachts which annually migrate to these waters, the Chesapeake Bay Yacht Club conducted a series of races which it is hoped will be the first of an annual succession of similar and bigger contests. Originally scheduled for August 10 and 11, the regatta and entertainment planned were to be quite the largest event in those waters in years. The sudden death of the late President and the subsequent postponement of all competitions put a damper on the

(Continued on page 110)

Alongside the coast guard cutter Apache which served as committee boat for the local race officials

Atalanta, the fast Liberty powered runabout built for J. Ruppert Schalk by George E. Buckout of Poughkeepsie



Peach Blossom, a speedy little displacement boat which had to travel over sixty miles to reach the scene of the races



Bobolink II, a clean running V-bottom speedster owned by Wm. McP. Bigelow of Easton, Md., who was largely responsible for the success of the regatta



Yachtsmen We Met on the



William E. Iselin and his son Arthur were interested spectators at the finish of the races which started at New London

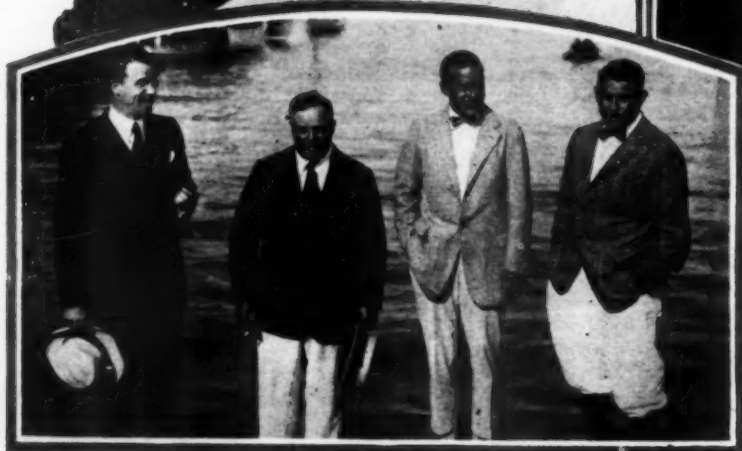
The genius, Tom Landi, of the firm of Cox & Stevens was on hand to greet his many friends



E. S. Wilkinson, owner of Islander, and his guest, Benjamin F. Myers, a cousin of the late President Harding



H. O. Havemeyer, Jr., and D. O. MacRae watch the races for the Astor Cup from the deck of the yacht Adroit. The schooner class was won by C. L. Harding's Wild Fire, while the sloop Harpoon won its class



Many prominent society people were present at the New York Yacht Club races at Newport, R. I. Here we have Walter H. Bowes and Henry L. Maxwell of New York, together with H. R. Green and J. R. Johnston of Greenwich, Conn.

he New York Yacht Club Cruise

Many Prominent in Society from Near and Far Take Part in the New York Yacht Club Races and Cruise on the Historic Waters of Our Eastern Coast

Paul T. Christie of St. George's School at Newport was present with his young daughter



Photographs by International and M. Rosenfeld

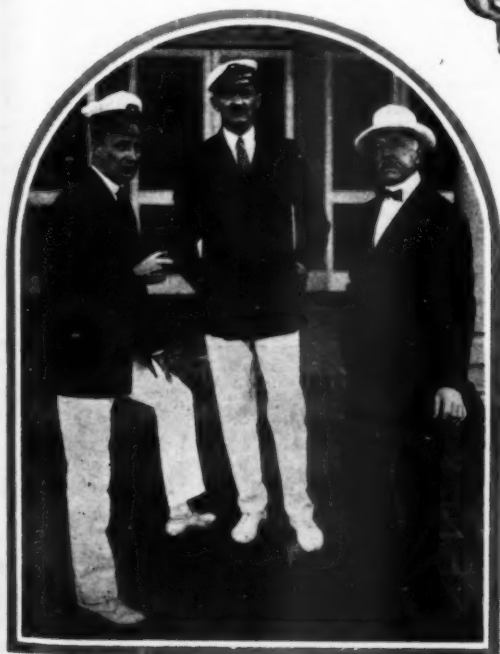


Guy W. Vaughan was the guest of Frank B. Stearns on board the new 86-foot Luders heavy oil engined yacht Ginger Pot



A. P. De Forest Allgood, owner of the power cruiser Turibian, with his party. On the left, E. A. Stevens, Jr., while on the right is Lamont Dominick, of New York

Robert Ogden Bacon, Jr., was present with his mother, Mrs. Robert Ogden Bacon, and were interested spectators of all details of the cruise and races

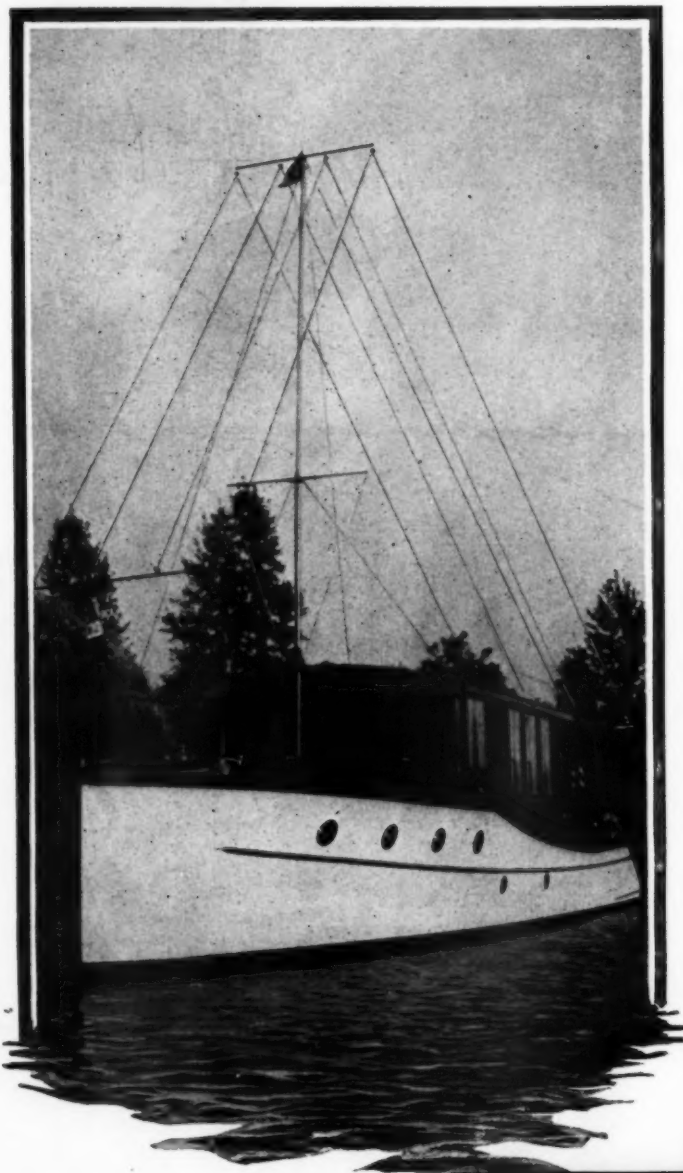


This Article by Jesse H. Jay Touches Upon the Receiving Sets in a General Way and Will Be Followed By a Further Discussion. Practical Information On Loud Speakers and Transmitting Systems Will Follow in Subsequent Issues.

Radio Through

A Close Up of Radio Equipment Particular Boats — Extensive Experiences With Equipment

By Jesse H. Jay



A flat top antenna installation supported by a 25-foot hollow spruce telescoping mast. This yacht radio equipment has given splendid results in both transmitting and receiving, concerts having been received from 1,200 miles distant

A single circuit regenerative receiver of the simplest type, consisting of detector and two stages of audio frequency amplification. Although an older type this receiver works nicely where a very simple set is desired for limited quarters

IN the previous article which appeared in the August issue of *MoToR BOATING*, no effort was made to go into detail with regard to the actual equipment. The writer will here describe equipment, which he has found to really produce results under regular yachting conditions.

The antenna is the first consideration, and closely allied with same is the ground system. The subject of suitable antenna for cruiser use has been discussed in previous articles, so that by now many yachtsmen are more or less familiar with the general erection of same aboard their boats.

In planning the antenna system for a boat, it is well to design an antenna which is efficient for transmitting as well as receiving. Such an antenna will always make a good receiving antenna, and then later if a transmitter is added, the same antenna will serve efficiently for both purposes. Transmitting antenna necessitate certain forms and dimensions for proper efficiency, where receiving antenna may consist of one wire or perhaps a loop.

There has been much discussion as to the relative merits of a cage antenna, that is, one made up in cylinder form with usually six wires spaced equi-distant around hoops. There is a great following of the old flat-top type antenna with upwards of two wires between spreaders. Right at the present time the double miniature-cage type of antenna proves up the best by comparison. This type has the advantages of both the cage and the flat-top antenna.

Remarkable results have been obtained with flat-top antenna consisting of but two wires spaced a great distance apart, say twelve feet. There is now a tendency to substitute the two wires with two miniature cages composed of from four to eight wires each, spaced around miniature hoops six to ten inches in diameter. This it would seem is the most efficient transmitting antenna for vacuum-tube work, and is the one that should preferably be adopted for cruiser use. Ordinary wooden embroidery rings of the small size, such as may be purchased at almost any of the 5 and 10-cent stores, make excellent spacing rings for the miniature cages.

In making up these cages, it is the best plan,



ghe Binoculars

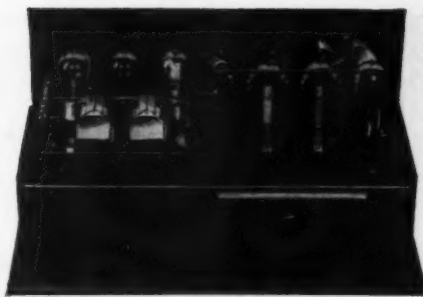
rticular Use on Yachts and Smaller
h Equ of All Kinds While Cruising

By Je

after determining the height of the antenna desired, to take the over-all length of the proposed antenna from stem to stern and cut four wires equal to this length. String the four wires between two trees or some other objects for support, pulling them very taut, then start with the first cage about eight inches to a foot from one end, fastening the four wires equally spaced around the little hoop. The operation is continued until several of these hoop spreaders have been spaced along the entire length of the four wires. The hoops are to be close enough together so that the wires will have no chance of sagging and becoming entangled. Upon completing the two miniature cages, they are simply regarded as the two wires of an ordinary two-wire flat-top antenna. If just the crossyard on the spar is to be used as a spreader, the two cages run from the after flag spar up to each side of the crossyard and taper down to the forward flag spar. The lead-in must be brought from the extreme end of the antenna, and never from any intermediate point, as this will cut the wavelength and impair the efficiency of the set. A regular electrose lead-in insulator should be inserted in the roof of fore or aft cabins immediately over the set, or as close to same as possible.

The height of antenna is an especially big factor aboard motor boats, and is one of the handicaps to real efficient operation. In transmitting, and even receiving, every foot of height makes a tremendous difference in the range and volume. The ordinary twelve to sixteen foot spar as used on the average cruiser is a little too low, especially when using the crossyard as a spreader. On a 45-foot cruiser it is entirely practical to use a 25-foot mast of small diameter and light weight, and by guying same with a top set of three guys as

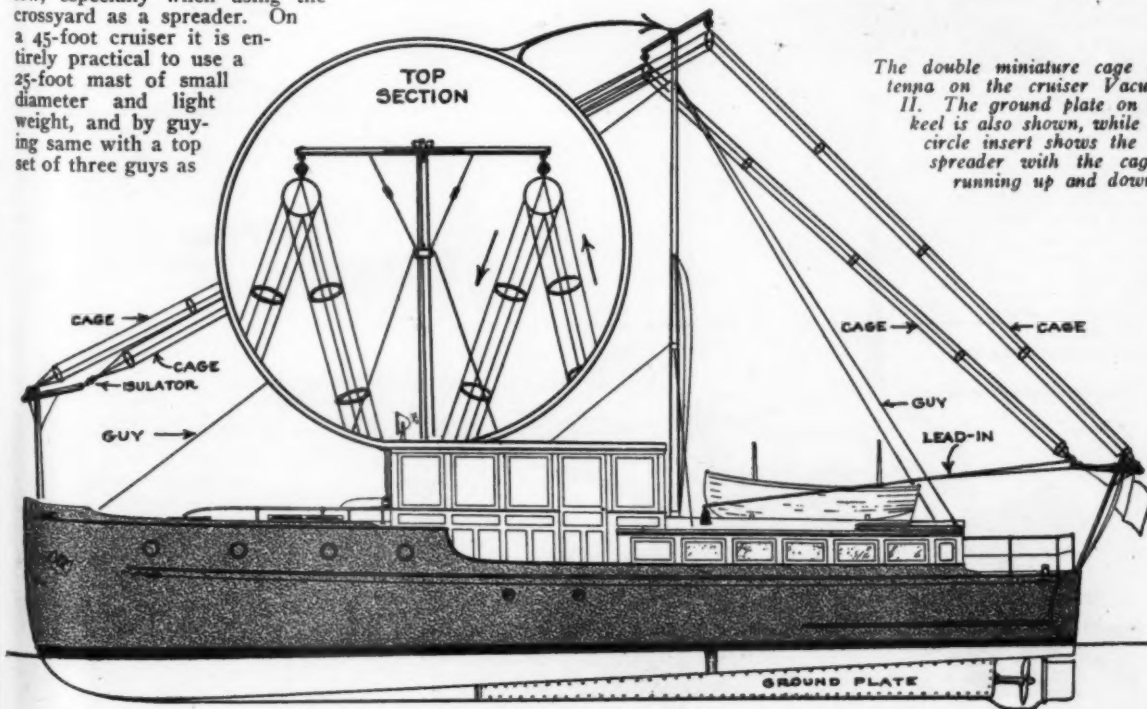
An ultra sensitive radio frequency receiver of a late type, employing three stages of transformer coupled radio frequency, detector and two stages of audio frequency amplification

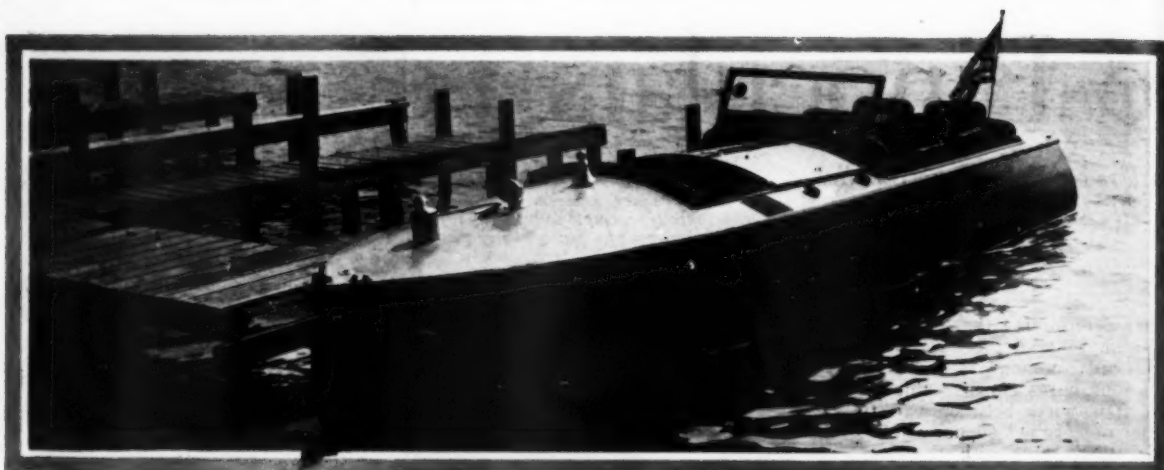


well as mid-mast three guys, it will stand a great deal of rolling and pitching of the boat. In using a mast higher than this, it is well to remember that the top of the mast swings in a big arc even with moderate rolling of the boat, which subjects not only the mast but the guys as well to a big strain. If the arc described by the top of the mast is too great, it will overcome the effect of the top guys, due to the fact that the spacing of the guy anchorages is limited to the beam of the boat.

A splendid mast, which gives very good results in both transmitting and receiving, has been in use aboard the cruiser Vacuum II of Chicago, for the past four seasons. This mast is capable of being extended to 34 feet height and is of hollow spruce with four telescoping sections. Various heights were tried with this mast, made possible by the telescoping feature, and the (Continued on page 86)

The double miniature cage antenna on the cruiser Vacuum II. The ground plate on the keel is also shown, while the circle insert shows the top spreader with the cages running up and down





Dream Girl is a trim little runabout of 25 feet length, built for J. Deane Stalter of Columbus, Ohio, by the Gene V-bottom Boat Company of Cincinnati. Her Kermath turns a 16 by 24-inch Hyde wheel, and drives her 22 miles. She has comfortable seating for nine persons

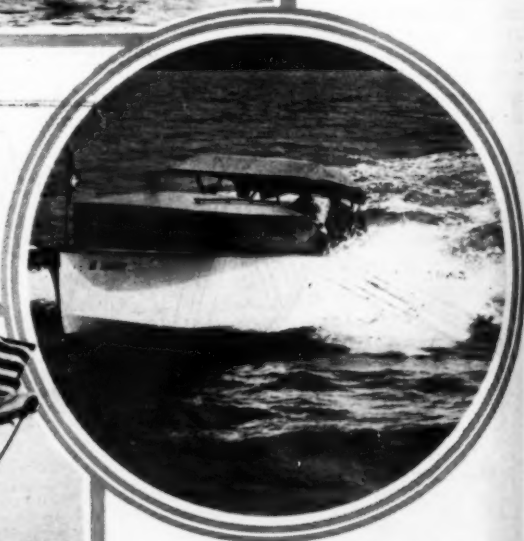
Adaptability of the

Successful Installation of The New 35-50 Engine in a Wide Variety of Boats



Chico II, owned by E. C. Burnet of Alexandria Bay, New York. She is a 26-foot Hacker job and is wonderfully steady and dry at all speeds. The Kermath engine is described by the owner as perfect

Katrina, is a large boat for a small engine like the Kermath 35. She is a yawl 48 feet over-all, with the engine neatly tucked away in her interior. Her owner, Duncan S. Ellsworth, of New York, has implicit faith in the ability of the engine



Olive III is a novel 25-foot cruising runabout, built and designed for C. A. Donahue of Huntington, Long Island, N. Y., by the Kretzer Boat Works, New York. She is substantially built, and with the 50 h.p. Kermath develops a speed of 23 miles



Stock Engine

*Kermath Marine
Proves Its Worth*

Dolphin is one of John L. Hacker's new series of standardized runabouts. The Kermath 50 was installed in order to secure the greatest possible reliability in the power plant. She has beauty of appearance combined with ample speed



An interesting 26-foot runabout built by Ditchburn, Ltd., of Gravenhurst, Canada. The selection of the Kermath engine speaks well for the ability of American engines

Sonny Boy is one of the standardized cruisers being built by the Gordon Boat Company, Brooklyn, N. Y. They are fitted with the new Kermath 35 which operates the boat up to 13 miles and runs steadily at a minimum cost

Buster, A 12-Foot Sailing Dinghy

Complete Set of Plans And Specifications For
Building A First Class Outboard Engined Tender

Designed Exclusively by MoToR BOATING

By Charles D. Mower

THE accompanying plans are for a twelve-foot dinghy, or yacht's tender, of the type that is either carried on davits or towed astern of a motor boat of from 40 to 60 feet, and it serves the double purpose of a boat that can be used for shore service or for sailing in a sheltered harbor, after the larger yacht has come to anchor. A trial boat has been built from the design before offering it to the readers of MoToR BOATING and it has proven a very easy rowing boat that will carry six persons readily in fairly rough water and a very smart lively boat under sail.

Such a boat would make a very satisfactory boat for general use on either salt or fresh water for rowing, afternoon sailing, or as a motor boat with an outboard motor and makes a good safe boat for the boys and girls to use.

The sail plan shows a high peaked gaff sail with a mast 12 feet 8 inches long, and the boom and gaff under 12 feet long so that they can be stowed inside the boat. If desired, a marconi sail could be used with a mast 18 feet 6 inches long, instead of the mast and gaff as shown on the sail plan and a boom of the length shown on the plan. The boat would sail better to windward with the marconi sail, but it would be more difficult for a boy or girl to step and unstep the spar on account of its greater length and weight.

The construction of a round sided boat of this type is considerably more difficult than a flat bottom boat, but is within the scope of an amateur builder who is skilful in the use of wood working tools and knows something of the art of boat building.

The first step is to enlarge the necessary drawings to the actual size of the boat. This is called laying down, and can be done on any smooth wooden floor or on a piece of heavy paper such as is used by architects for full size details. A piece about 36 inches wide and 18 feet long will be needed.

First stretch the paper and tack it to the floor, then with a straight edge or chalk line draw a line close to one edge which will be the base line to work from. At intervals of 12 inches draw lines perpendicular to the base line and number these stations from 0 to 12 as shown on the plans. Draw the load water line 12 inches above the base line and exactly parallel to it; then draw two additional water lines 16 inches and 20 inches above the base line. You are now ready to draw the profile, or sheer plan, and must refer to the offset table for the necessary measurements.

The upper line of figures in the table gives the height of the sheer line above the base line and in the first column for station 0 you will find the figures 2-9-0 which mean that the sheer at the stem is 2 feet 9 inches above the base line. Station No. 1 is 2 feet 7 inches and $\frac{1}{8}$, and so on, for each of the twelve stations. After laying off these measurements take a wooden batten about 1-inch square and tack it to the floor, bending it so that one edge will intersect the points marked for the sheer line. The batten may not strike each point exactly, as it is almost impossible to take the measurements from the small drawing with absolute accuracy, so

that the batten should be allowed to take a fair curve even though it varies slightly from the points as laid off. This is what is called fairing up, and is always necessary to some extent when a boat is laid down full size on the mould loft floor. The bottom of the keel is a straight line from Station 2, to the aft end. The height at Station 1 can be taken from the offset table and the points where the face of the stem cross the water lines are shown on the drawing. The aft side of stern transom intersects the sheer line at Station 12 and the 12-inch water line 2 inches forward of Station 12. Next lay in the rabbet line taking the measurements from the offset table. This line gives the outside of the planking in the keel deadwood and stem.

The next thing is to lay down the body plan, or cross sections, and it will only be necessary to lay down the even numbered stations, as the moulds for the cross section shapes will be spaced two feet apart. The base line and water lines should be drawn the same as for the profile, or sheer plan. The center line must be exactly perpendicular to the base line and the section lines must be drawn parallel to the center line 6 and 12 inches from it on either side.

Again referring to the offset table we can lay off points for the height above base line at which the slope of the section intersects the rabbet line, the sections 6 and 12 inches out and the sheer line. We also take from the table the half breadths or the widths from center line to the points of intersection for sheer and each of the three water lines. For drawing in the cross sections, a small batten should be made of clear white pine about 4 feet long, $\frac{1}{4}$ inches wide and about $\frac{3}{16}$ inches thick at one end, and tapered

to a full $\frac{1}{16}$ inches at the other so that it will bend to the shape of the sections. The line drawn through the points laid off will represent the outside of the planking, and another line should be drawn $\frac{1}{2}$ inch inside of it to represent the inside of the planking which will be the shape of the mould or form which will be set up to give the shape of the boat.

Stations 2, 4, 6, 8, and 10 should be drawn and the allowance made for thickness of planking, and this will complete the work of laying down.

Moulds must next be made and the shape can be obtained by placing a piece of $\frac{3}{4}$ -inch board under the paper on which the body plan is drawn, and pricking through with a sharp pointed tool. The drawings show the shape of Station 6 mould and will give a good idea of the way they are usually made.

The keel, stem, stern post, deadwood, and stern transom, should be gotten out as described in the specifications and fastened together. To set the boat up a 2-inch plank should be set up on edge and securely braced in position. It should be set at an angle of 3 inches in 12 feet which will set the boat with the water lines level.

The moulds are set at their proper places on the keel and are held in place by braces to the floor or ceiling; care must be taken to get them exactly (Continued on page 92)

A Clever Design

THIS little design which Mr. Mower has prepared for you should prove to be a wonderfully attractive boat for all sorts of utility purposes. It can serve as a tender to yachts of respectable size, and at the same time will answer for a little pleasure sailing craft for the children to learn the rudiments of boat handling and sailing. In addition it can be converted into a motor boat of no mean ability by the addition of any of the present day outboard engines.

For next month we will continue the series of popular designs by John L. Hacker, the designer of many of the most famous speed-boats which took part in the recent races at Detroit. His reputation for boats of this class is unsurpassed and the design which he is preparing for the November issue will be a winner.

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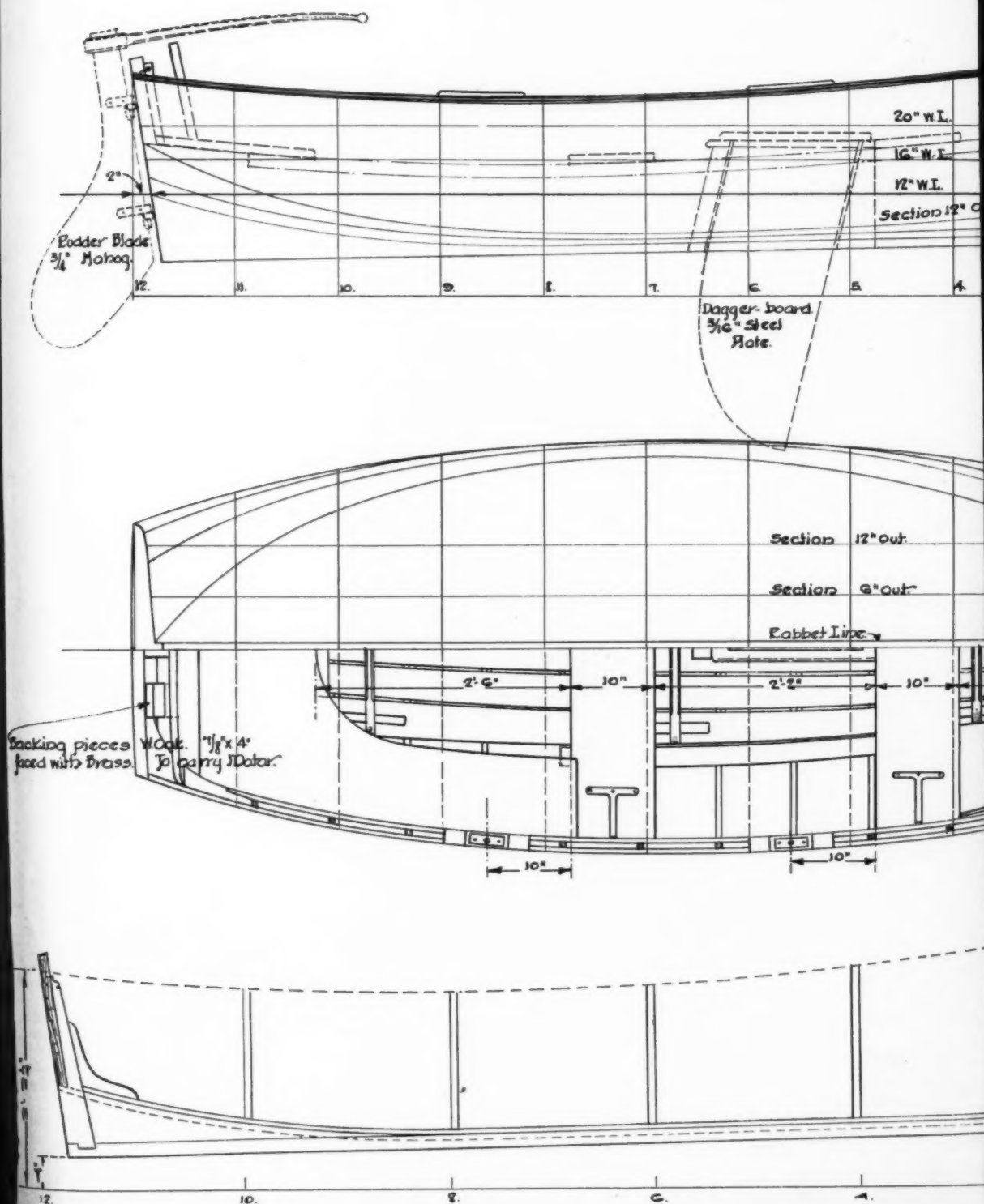
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MOTOR BOATING

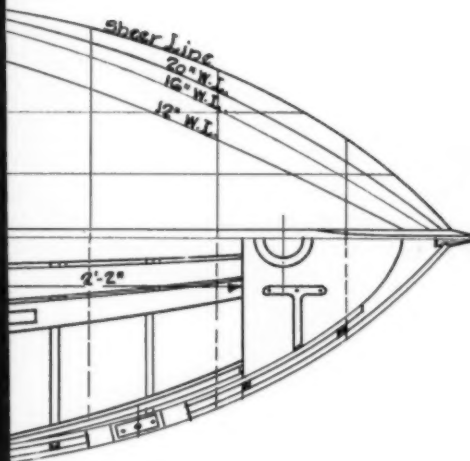
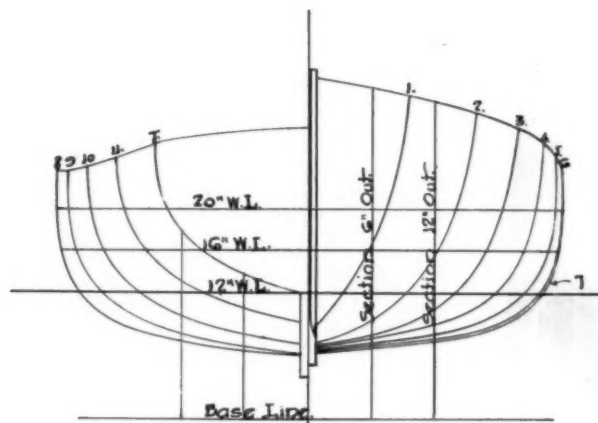
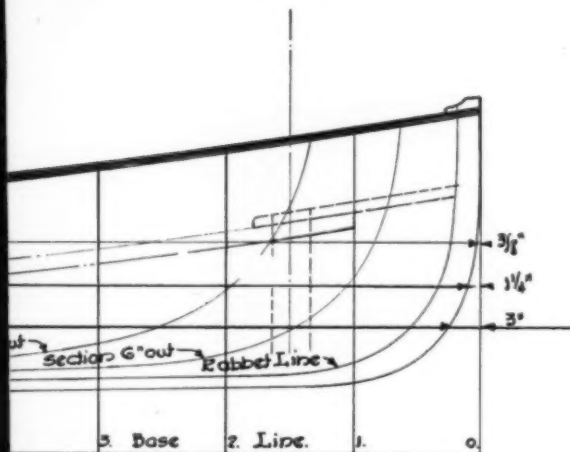
BUSTER—A

Complete How to

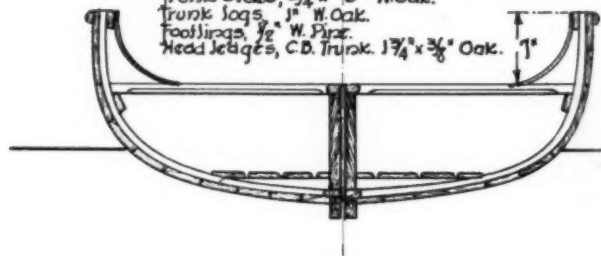


Build Plans

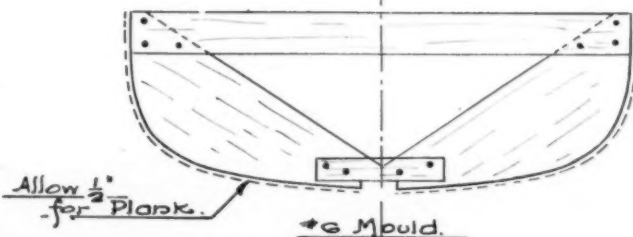
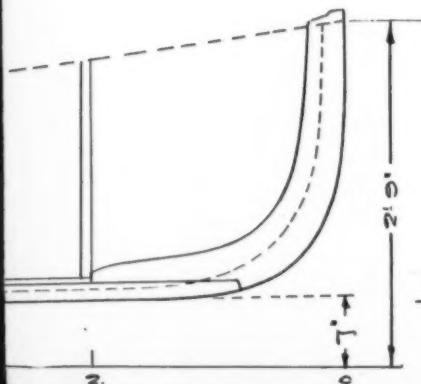
Designed by Chas. D. Mower



Scantlings.
 Keel, W. Oak.
 Stern, Oak or Hackmatack. Knees.
 Frames, White Oak, 5" x 5", 6" or 8".
 Floors, W. Oak, sided 5/8".
 Keel Batten, W. Oak, 5/8" x 5 1/2".
 Planking Cedar to finish 1/2".
 Sheerstrake, Mahog. 1/2".
 Gunwale, Mahog. 3/4" x 1 1/2".
 Risings, N. Oak, 5/8" x 1 1/2" tapered to 1".
 Thwarts, W. Pine, 1 1/2" x 10" underedge beveled.
 Thwart knees Brass. Hackmatack filling pieces.
 Trunk Sides, 3/4" x 5" W. Oak.
 Trunk logs, 1" W. Oak.
 Footlings, 1/2" W. Pine.
 Head ledges, C.D. Trunk, 1 3/4" x 3/8" Oak.

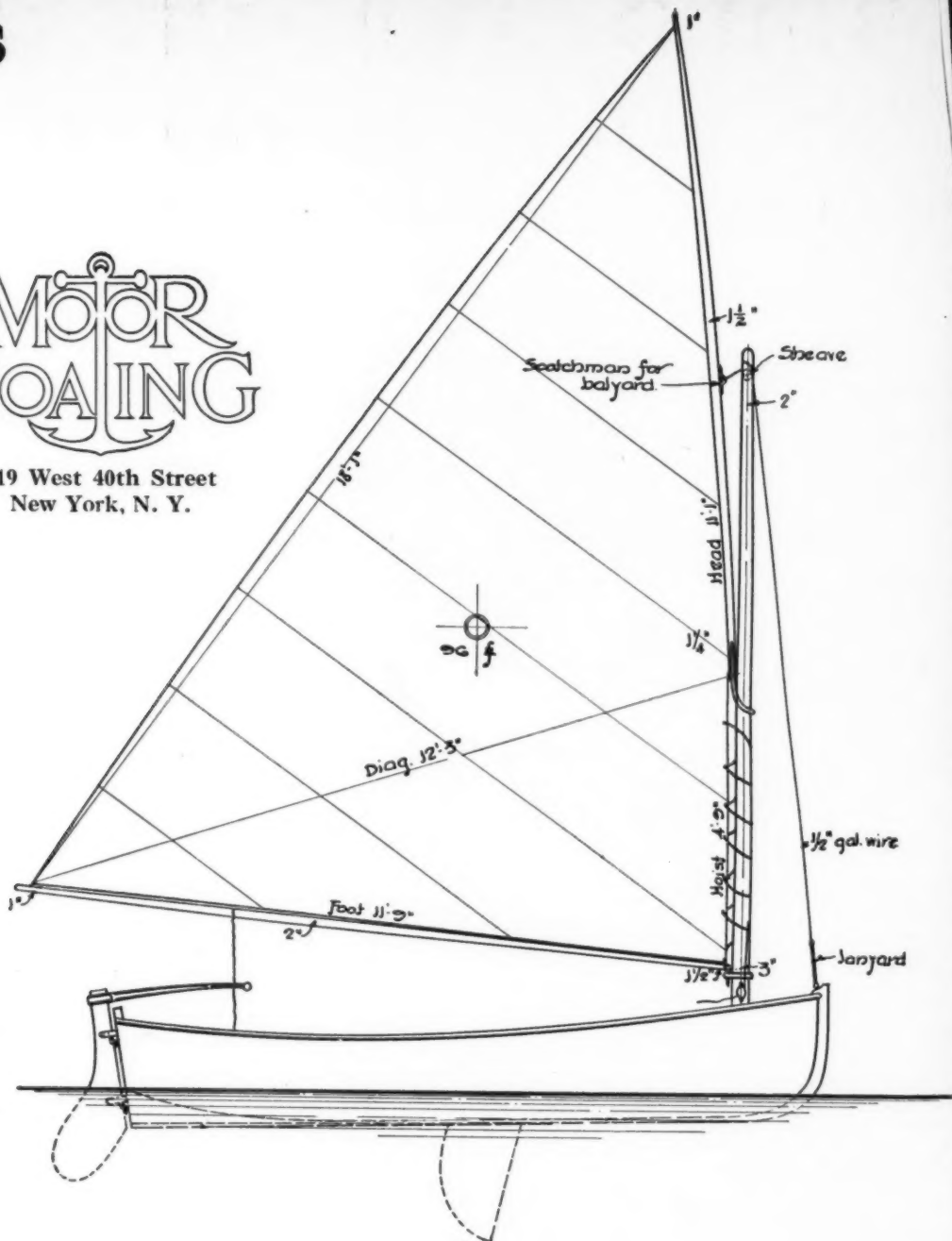


Scale 3/4 inch equals 1 foot





119 West 40th Street
New York, N. Y.



Offset Table

	Stations	0.	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	Transom	
Heights, ab. Base	Sheer Line.	2.30	2.71	2.52	2.35	2.23	2.11	2.02	1.11.5	1.11.4	1.11.5	2.0.0	2.0.6	2.2.2	
	Section 12" out.			1.3.4	0.10.4	0.8.7	0.8.1	0.7.5	0.7.3	0.7.4	0.8.1	0.9.7	1.1.2	1.5.7	
	Section 6" Out.		1.4.6	0.9.4	0.8.2	0.7.6	0.7.3	0.7.0	0.6.6	0.6.6	0.7.1	0.8.3	0.10.6	1.1.7	
	Rabbit Line.		0.8.6	0.7.3	Straight Line						0.5.7	0.6.1	0.7.1	0.9.2	1.0.0
	Bottom of Keel.		0.6.6	0.6.2	Straight Line										0.4.2	0.4.0
Half-Breadths	Sheer Line.		0.3.4	1.4.0	1.8.0	1.10.2	1.11.5	2.0.0	2.0.1	1.11.7	1.10.7	1.9.1	1.6.3	1.2.6	
	20" Water Line.		0.7.2	1.1.7	1.6.3	1.9.5	1.11.4	2.0.1	2.0.2	1.11.7	1.10.6	1.8.6	1.5.4	1.1.4	
	16" Water Line.		0.5.5	1.0.2	1.5.1	1.8.5	1.10.7	1.11.7	1.11.7	1.11.2	1.9.7	1.7.3	1.3.3	0.10.0	
	12" Water Line.		0.3.4	0.9.2	1.2.1	1.5.7	1.8.5	1.10.1	1.10.4	1.9.6	1.7.7	1.4.1	0.9.5	0.0.6	

Notes:— Dimensions in feet inches & eighths. Dimensions to outside of Planking.
Planking to finish 1/2". Stations spaced, 12" apart.

Cruising Across the Gulf

Cruise No. 8 Miami to New Orleans, Via the Protected Route Across the Gulf of Mexico, Ports Along the Route, Distances, and Other Data

PERHAPS the least known of our inland waterways is the so-called inland route from Florida to New Orleans. This route which is thoroughly practical and navigable for small cruising boats follows the shores of the states bordering on the Gulf of Mexico. In general the route is much more open and exposed to the sea than the route from New York to Florida, which follows small canals for many miles.

When continuing the journey from Miami south to Key West the route follows through Biscayne Bay and Florida Bay to Bahia Honda. It is also possible to cover this stretch out in Hawk Channel which is protected by outlying reefs for the greater part of the way. The distance from Miami to Key West by this direct route is 156 miles.

Leaving Key West for the continuation up the western coast of Florida, there will again be the choice of several routes. Larger and abler craft can make a more direct run between ports in more or less exposed waters. Across Florida Bay to Cape Sable is a run of about sixty-three miles, and following the coast line Coon Key will soon be reached forty-eight miles farther on. There is a choice here of two routes to Big Marco Pass from which point to San Carlos, a distance of thirty-two miles, it is again necessary to follow the coast. The distance to San Carlos Bay via a direct route from Key West is 130 miles, and any vessel which is able to make this run, which in places is forty-five miles off the shore, can save a few miles this way. The route continues through Pine Island Sound to Charlotte Harbor in which is located the city of Punta Gorda, at which supplies and repairs can be had. Leaving here again the bigger boats can stand out into the gulf and sail a direct course NNW $\frac{1}{2}$ W for sixty-seven miles to the entrance of Tampa Bay. Small boats can keep about three quarters of a mile off the shore and enter Sarasota Bay and continue through into Tampa Bay. Here again we have the choice of several cities to visit, among which are St. Petersburg and Tampa.

The Bay at Tampa is twenty-three miles long and seven or eight wide. There are numerous channels, which can be followed to the several cities. Ample supplies and repairs of all kinds are available here.

From Tampa a protected route is available following

Boca Ceiga Bay, Clearwater Harbor, and St. Joseph's Sound, as far as Tarpon Springs. Anclote Anchorage lies about three miles off the mainland and consists of an island which protects the anchorage from the Gulf. The run to Cedar Keys must be made out in the open, and can be made in a direct line or by maintaining a distance of about seven miles from shore. The shore line at this distance is more or less monotonous, and it is difficult to distinguish inlets, etc., at this distance. The shoals reach far out into the Gulf, and it is necessary to stay well off the shore. Depths of five feet are found at distances of seven miles from shore.

From Cedar Keys there is quite a run to the next harbor at St. Marks. This distance is 101 miles and must be made out in the open gulf. Continuing from here we have somewhat better conditions. There is a passage via Ochlockonee Bay, and Crooked River, to St. George Sound, which runs into Apalachicola Bay. The city of the same name is right close by, and there are good facilities for repairs to small vessels. A canal from Apalachicola to St. Andrews Bay is open to small boats with a minimum depth of $4\frac{1}{2}$ feet. There are no locks or tolls. It is also possible to make this run outside around Cape San Blas, if desired.

Leaving St. Andrews Sound, a direct run can be made to Pensacola, and continued to Mobile Bay in which case 148 miles can be covered in one run. From St. Andrews to Pensacola is a run of 101 miles. The route along the shore can also be followed and a distance of one-half mile or thereabouts is sufficient for smaller boats. At East Pass one can enter Santa Rosa Sound which can be followed through in protected waters to Pensacola Bay. At Pensacola, supplies of all kinds are available. Marine railways capable of handling boats of about 300 tons and limited to a draft of fourteen feet, are also available. Several other little towns and villages on the Bay can be explored with profit on the way through. From here to the entrance of Mobile Bay is another direct run on the outside. The distance is forty-seven miles. The run from the entrance to the city of Mobile is rather extended, as it is thirty-six miles up the Bay, and is reached by means of a dredged channel, which is plainly marked.

Continuing west from Mobile Bay, a protected passage

(Continued on page 120)

Cruise No. 8, Miami to New Orleans

Via Gulf of Mexico

(See Cruise No. 7 for Details of The Route from New York to Florida)

	Coast & Geodetic Survey Charts No. Distance Between			Total from Miami	Total from New Orleans		Coast & Geodetic Survey Charts No. Distance Between			Total from Miami	Total from New Orleans
Miami	583				1087	West Pass Entrance to Apalachicola					
Bahia Honda	1249	115	115	972		Bay (Apalachicola)	163	37	747	840	
Key West	1250	38	153	934		St. Andrews Sound Entrance, outside	184	48	795	292	
Via Hawk Channel 156 direct....	1251					Panama City (via Canal) 61					
Cape Sable	172	71	224	608		Choctawhatchee Bay (East Pass) ..	185	57	852	235	
Coon Key	173	48	272	815		Pensacola Entrance	1265	46	898	189	
Big Marco Pass.....	174	13	285	802		from St. Andrews direct 101					
San Carlos Bay	174	32	317	770		Pensacola 12					
from Key West direct 130						Mobile Bay Entrance.....	1266	47	945	142	
to Fort Myers 25						to Mobile 36					
A navigable route of 156 miles to						to Horn Island Pass 29					
Fort Lauderdale via Lake Oke-						to Ship Island Bar 56 $\frac{1}{2}$					
chobee is passable for small						to North Pass Mississippi River					
boats						87 $\frac{1}{2}$					
South Boca Grande	175	36	353	734		to South Pass Mississippi River					
Big Sarasota Pass	176	48	401	686		104					
Tampa Entrance	177	24	425	662		Pass aux Herons	1267	13	958	120	
to Tampa 36						to Pascagoula 29					
to St. Petersburg 22						to Biloxi 52					
Boca Grande entrance to Tampa						to Gulfport 62					
S. W. Channel direct 67						Lake Borgne Light.....	1268	83	1041	46	
Clearwater	178	54	479	608		The Rigolets	1269	13	1054	33	
Anclote Anchorage (Tarpon Springs)		10	495	592		Lake Pontchartrain	1269	9	1063	24	
Cedar Keys	179	72	567	520		New Orleans	195	24	1087	...	
Via Shortest Route 64	180					New Orleans from Lake Borgne					
St. Marks Entrance	181	101	668	419		via Lake Borgne Canal 40					
East Pass Entrance	182	42	710	377		Ship Island Bar to South Pass					
Via Crooked River 54						Mississippi River 94	192				
						South Pass Mississippi River to					
						New Orleans 107	194				

For Use in Connection With Coast and Geodetic Survey Charts Nos. 162, 163, 583 and 1248

For Use in Connection With Coast and Geodetic Survey Charts Nos. 162, 163, 583 and 1248



SMALL MOTOR BOATS

Their Care, Construction and Equipment

A Monthly Prize Contest Conducted by Motor Boatmen

Questions Submitted for the December Prize Contest

1. Describe in detail the best method of renovating the decks of the motor boat and the most efficient type of surfacing or covering for same.

(Submitted by A. H., Baltimore, Md.)

2. Explain why an automobile engine is not satisfactory as a means of propulsion in a boat.

(Submitted by D. W., Oakland, Calif.)

How to Obtain a Correct Shaft Alignment

Methods Suggested for Precise Results Which Can Be Followed Out By the Careful Worker with Assurance of Success

Answers to the Following Question Published in the August Issue

"Describe and illustrate with sketches proper method of obtaining a correct alignment of an old propeller shaft."

Successful Methods for Shaft Alignment

(The Prize-Winning Answer)

THERE are several very good practical methods of re-aligning a propeller shaft, and the choice of the method used will often depend on what facilities are at hand for doing the work. Whether the boat is afloat or in a dock, or in a cradle, or otherwise ashore, and whether the shaft is in place or removed.

Method A. Boat ashore with the shaft out. One very good way in this case is to set up a surveyor's transit or level astern of the vessel and so that the cross hairs of the telescope are exactly in line with the center of the bearing at the stern tube, and the engine bearings. This requires a little care and patience, but after the telescope is so set, the rest of the work can be done very quickly and accurately. To facilitate this I find small sleeves turned out of black pipe so as to just neatly fit the bearings with fine black (or tinned) wires about No. 26 or 30 B & S gage set in fine cuts made with a hacksaw and secured by solder a great convenience. Some men prefer these set at right angles to each other, then the sleeve is placed in the bearing so that the wires stand 45 degrees to the horizontal,

and form that angle with the cross wires of the telescope, but other men prefer to set them as shown in Fig. A 2 and have the stern tube set black and the engine set painted a bright red. Then all three sets of cross wires can be seen simultaneously, and each distinguished by the angle and color. After the telescope is set correctly, the sleeves are moved to each bearing, and that bearing moved if necessary to bring it into perfect line and the proper witness marks made, preferably with a tram or dividers set to an even number of inches from the side of the sleeve projecting about 1/4 inch from the bearing, and the reading of the bridge gage taken as shown in Figs. A 3 and A 4, so that the position of the shaft may be verified at any later date, such as when the boat is put in the water, or after a cruise.

Copper or bronze bolt heads should be used for the reference points, and these copper bolts should be independent of the bearing or its sole plate to avoid accidental movement of these with the bearing. Before removing the transit or level, put the sleeves in the stern tube and engine bearing, and see that the telescope has not been disturbed or the boat moved during the lining up.

Method B. Sometimes the general principles of method A are used, but without the telescope, in which case a solid plug or washer is often put in the after end of the stern tube, that will just fit it neatly, and has a hole from 1/16 to 1/8 inches in its exact center, then by applying the eye to this and having a similar plug in the engine bearing with cross lines on its after end, the out-of-line-ment of any intermediate bearing can be seen by the cross wire of the sleeve in that bearing not covering perfectly the cross lines on the plug in the engine bearing. Of course this is not so accurate a method as A, because it lacks the magnifying power of the telescope, but it takes less apparatus and can be gotten up quicker and more cheaply.

Method C. Some men prefer to reverse method B, by putting the washer with the pin hole in it in the after bearing of the engine, and a light (such as a candle) immediately on the forward side of the washer

and using a sleeve with the cross wires set vertical and horizontal in the after end of the stern tube, and trying each bearing with a sleeve with the cross wires standing about 45 degrees with the horizontal, and adjusting the central crossing point of the cross wire by moving the bearing till they coincide, but this method is most suited to night work or inside a dark shop.

Method D. Probably the most common method in commercial work is to turn up a wood plug that will just fit the after bearing of the engine. Split it exactly on its center so that it will be a perfect semi-cylinder, and scribe a line on the upper plane surface and place it in the after engine bearing, then draw a fine wire (preferably a piano wire) or fine strong string such as a fish line over this

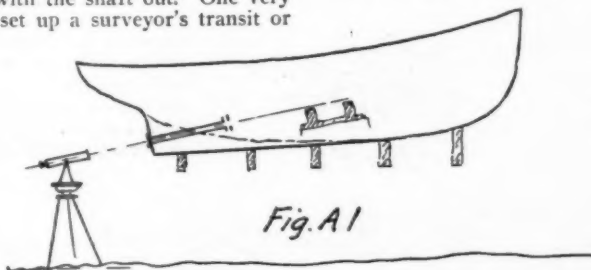


Fig. A1



Fig. A2

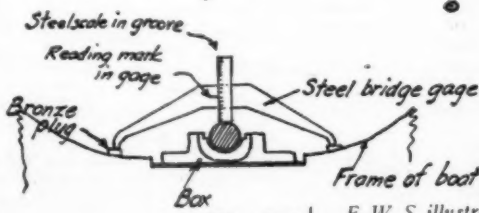


Fig. A3

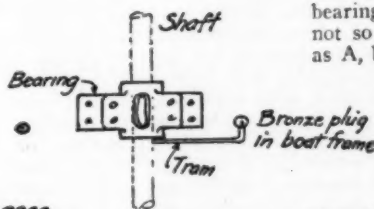
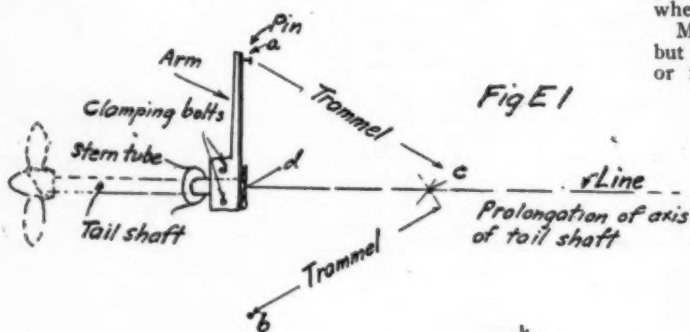
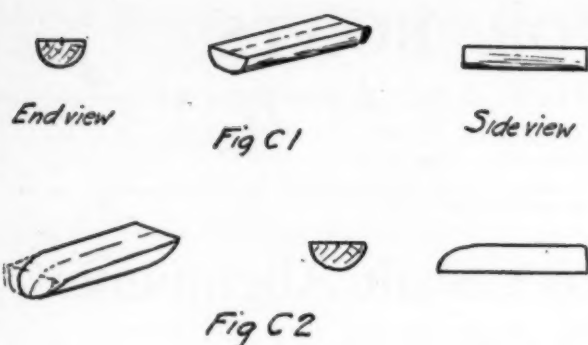
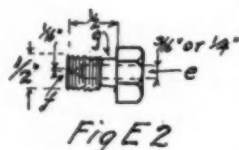


Fig. A4

F. W. S. illustrates the first of several methods for aligning the propeller shaft



F. W. S. suggests this method for aligning the shafting when the propeller shaft cannot be removed



the writer prefers to have all shafts tapped exactly on the axis, about $\frac{3}{4}$ inches deep for the screw shown in Fig. E2, which is just an ordinary iron cap screw with the threads removed at *g* and drilled from *e* on the axis nearly through, and quite through at *f* then by passing the line through from *e* through *f* and knotting it and screwing this cap screw into the shaft at *d* the end of the line is sure to be on the axis, but care should be taken on removing the cap screw to plug up the hole at *d* with tallow or grease to prevent it rusting up.

Of course to set the line at the correct rake it is only necessary to have the point *c* on the line (at the distance *d* to *c* found in the approximate plane of the shaft) at such an elevation that the tram-points, set as before, will just touch the edge of the pin head simultaneously with touching the point *c* when the arm is vertical.

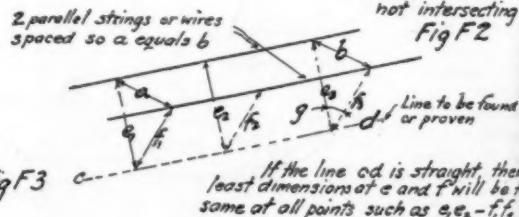
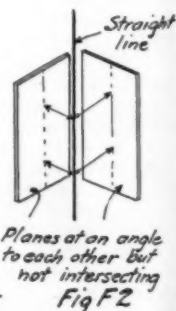
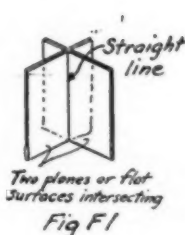
Men often try to line a shaft on this principle, but not using the arm and pin, etc., but using calipers or feelers, between the flanges of the coupling, and while such methods may lead to an improvement of the conditions, the writer does not think it will compare in accuracy with the method described here in detail.

Method F. It is sometimes desirable to realign a shaft with all shafting and the engine in place, possibly with the boat afloat, but the end of the tail shaft can be gotten at, and this method may be most convenient. It rests upon the geometrical axiom that the intersection of two planes is a right line, now if we can not intersect the planes, we may in some cases set the planes at an angle to each other. Then a line parallel to each of the planes will be a straight or right line as the mathematicians call it, and shown in diagram in Figs. F1 and 2 and the practical application in F3, where the lines

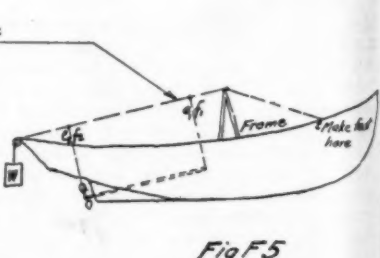
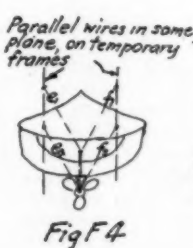
mark and through the stern tube, with its forward end fast inside the crankcase, and center it exactly in the after end of the stern tube. To do this some may use another semi-cylinder, but others will draw the wire very taut and center it with calipers. Then adjust the other bearings to the line by using a semi-cylinder at each. Some men will make the after semi-cylinder like Fig. C-2 and grease it well and let the wire draw over it by a weight hung on the wire, but others object to this and pass the wire over a pulley that is independent of the semi-cylinder. The writer has seen good work done both ways.

Method E. If the shaft is in the stern tube and it is not desirable to remove it, release it from the coupling nearest the forward end of the stern tube (if a sleeve or compression coupling remove it, if a flange coupling take out all the bolts and separate it so that the shaft is free to take its natural position and shape). Attach a wooden arm or lever rigidly to the shaft end or flange coupling as long as you can swing through about 180 degrees (a semi-circle), and near the end of the arm put an ordinary pin as shown in Fig. E1, and mark very exactly the points the pin head comes to at the 0 and 180 degree points, being careful that the shaft does not move axially while (this can generally be conveniently done by fitting a piece of greased wood for the back of the coupling to rub against) and do not use the wood arm for turning the propeller shaft, as that might shift the arm. It is often well to take several readings (or marks) of the pin head on each side of the boat to get a more accurate average on nice, clean, freshly-planed pieces of pine or light-colored wood nailed to the boat. Then with trams set to about the distance *a-b*, Fig. E1, strike point *e* in the plane of the shaft, and a string, line or wire drawn from the center of the tubes and end of the tail shaft, through the point *C* forward will be the prolongation of the axis of the tail shaft, and this shaft and engine bearings may be adjusted to such a line with lining blocks or semi-cylinders like Fig. C1 after taking up the inboard shafting.

Any method of attaching the line to the exact center of the tail shaft at *d* (Fig. E1) will serve the purpose, but



If the line *cd* is straight, then the least dimensions at *e* and *f* will be the same at all points such as *e₁e₂* - *f₁f₂*



F. W. S. arranges auxiliary base lines out in clear space from which measurements can be made

a-b-c-d are used in the place of the flat surfaces or planes.

Then if we draw very taut and straight two wires or strings above the deck of the motor boat, forming an angle g (Fig. F3) of anywhere between about 60 degrees and 130 degrees (90 degrees is most preferable), as may be convenient, being careful that the wires are in a plane, each with the other, and each wire equally distant from the center of the outboard end of the tail shaft, and the forward end of the engine shaft (or other points desired to use as fixed) every point on the shaft between should measure the same (if the shaft is in line) from the side of the shaft and each wire, after allowing for the semi-diameter of the shaft.

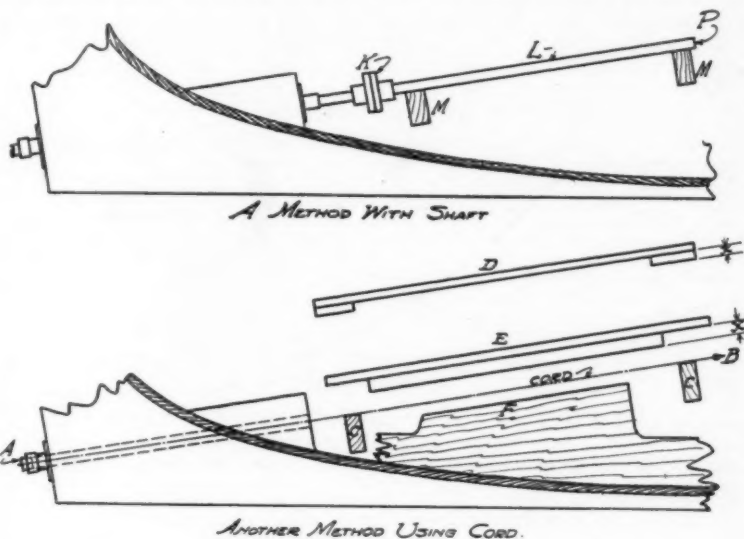
Figs. F4 and F5 will no doubt help make the application of this method very simple and clear to those who have never used it. It requires a little care and sometimes a little ingenuity to make this measurement after the wires are set, but it can be generally applied to a boat in the water, and under any conditions of trim, heel or roll, and with materials that can be found anywhere, and with any help, and so is a very good thing to keep up-permost in one's brain box.

F. W. S.,
Richmond, Va.

Alignment of Propeller Shaft

Assuming that a new engine is to be installed, or the present one is considerably out of line, it is better to start with the engine removed, and correct or put in new engine stringers.

Secure a coupling and a length of shaft (not too long that it will bend of its own weight)



Simpler arrangement for shaft alignment suggested by L. R. K.

and attach it to the projecting end of the propeller shaft. By turning over the propeller shaft a number of times, and noting the motion of the free end of the test shaft, you will be able to determine the center of this free end, and secure it at this position. See *P* in illustration.

Place a substantial strip across the boat temporarily at the outer end of the shaft, so that the shaft rests on it when properly centered. This strip should be leveled horizontally. Place another similar strip at the lower end near the coupling. See strips *M*. These strips are half the thickness of the shaft below the center line. The engine bed can now be made to this line, by placing a straight strip fore and aft on the strips *M* and sliding it sideways across the boat. The top of the engine bed is made as much above or below the strips *M* as the engine requires.

Strips *D* and *E* are leveling strips and show how the bottom edge is made to correspond to the engine base line, by adding pieces of the thickness *X*.

If the old propeller shaft can be removed, then a cord can be strung through the shaft hole, properly centered by a plug *A* at the outer end and secured at the correct point inside. Cross strips *C* are located as described before, and the engine stringers *F* lined up with the leveling strips.

The engine is now placed in position and the faces of the couplings almost touching. Test the clearance all around between the faces with a piece of paper. It will be easy to make this clearance uniform, and the engine can now be bolted down. Put the bolts in the coupling and draw them up a little at (Cont. on page 62)

Points to Watch in Buying Used Boats

Practical Hints From Men Who Know on the Probable Faults to Be Found in Examining Second Hand Boats Which Are for Sale

Answers to the Following Question Published in the August Issue

"In purchasing a used boat what are the principal points to observe carefully in order to avoid regrets later?"

Suggestions for Boat Inspection

(The Prize-Winning Answer)

IN purchasing a used boat or a new one it is advisable to decide whether you will cruise in protected waters or outside, what cruising accommodations you wish, and the speed that your pocketbook can afford. First find a boat that appears suitable for your requirements. If she is of shallow draft, high sided and narrow the boat is not suitable for open water. Open water requires good draft and beam if the boat is to be comfortable. For extended inland cruising a roomy full headroom boat is most suitable. Accommodations are all important for protected waters. In every case the power plant should be of reliable manufacture and in fair condition.

After you have found the boat give it a thorough inspection outside and in before paying any money. If you have a friend who has had any experience along this line or who has built or repaired boats, take him along. Two heads are better than one, and what you don't see he will. Afterwards you can compare notes.

When inspecting the hull remember that putty and paint cover a multitude of sins and don't be misled by a smooth looking hull. If possible, have the boat hauled out and go over the planking and timbers carefully with the point of a knife blade, jabbing it into the wood where the planking joins the stem and stern, along the keel and at the joints, and butts. Test the timbers, too, but the only sure test is to bore a small hole, which is afterwards plugged, and note the condition of the chips. After a few tests with the knife you will learn the feel of sound wood.

The seams also should be inspected. If the putty is cracked and falling out the calking is probably loose and the seam will have to be recalked. Then go inside and apply the same test to the timbers under floors and decks and in lockers. Damp, unventilated places are ideal spots for dry rot to flourish. The wood may look sound outside, and be reduced to a brown powder inside the shell. Small white mouldy looking spots which later turn brown are the only outward signs of dry rot.

Inspect the steering gear and rudder. If of bronze throughout it is unlikely that anything is wrong, but a com-

bination of bronze and iron in salt water is ideal for electrolysis. The iron or steel may appear only rusted, but scrape it hard to be sure that it is not badly pitted and corroded.

The propeller shaft, propeller and bearings should invariably be of bronze. Determine that the shaft is straight and see that the propeller blades are not bent or badly nicked. You can roughly test the pitch of the blades by holding a stick on the ground in such a position that it touches both edges of one blade, and then turning the wheel to test the other blades. If the ground position of the stick is not changed, it should touch both edges of all blades.

The power plant inspection should be made by one who understands gasoline engines. The engine should run idle with but little noise and pick up quickly when the throttle is opened and should not stall on applying the load at low speed. The motor should carry the load at full speed without knocking or overheating, and should not miss explosions.

Now take a ride for three or four miles. Stop the motor and look for signs of overheating. Pry under the fly wheel and the after coupling to determine the tightness of the main bearings. Remove hand hole plates and examine the crankpin bearings. With each piston on the firing stroke rock the fly wheel by hand and listen for a hissing sound of compression blowing past the rings. Now see if the motor will start readily.

While you were riding you should have learned how well she will answer the helm and hold a course, how heavily she rolls, and how she rides the waves. You should also have learned if the reverse gear picks up readily in both directions.

Having found a boat to your liking as to type, and accommodations and having put it to the above outlined tests satisfactorily, you should have no occasion to afterwards be sorry that you made the purchase at a reasonable price.

Some Valuable Pointers

Unless the prospective purchaser has had sufficient experience with boats and motors to recognize quality or the lack of it, he had better depend on the statements of a reputable broker regarding a used boat's condition and value. But if he can judge seaworthiness, durability, and good workmanship in a hull and knows the indications of satisfactory motor performance, he is taking no risk in buying a used boat of suitable type that meets his personal inspection and appraisal.

Frequently the boat has just been dolled up with fresh paint and putty to conceal age and damaged sections of the hull. The buyer should feel at liberty to scrape into uncertain corners with a knife and use an extension light or pocket flash-light for a close inspection of obscure joints, planks, calking, seams, and fastenings. A look clear under the cockpit floor often reveals a leaky, neglected, or poorly patched bilge.

The boat should be blocked up or hauled into dry-dock for an examination of keel, propeller and shaft, stuffing-box, and rudder. The size, grade, and type of such parts give a good general indication of a safe and sturdy craft, while an opportunity is afforded also to see that length, beam, and draft proportions are neither too radical nor antiquated. A few loose or worn bushings are not serious defects, as they can be replaced without much expense; but a sprung shaft, nicked wheel, badly rusted or leaky keel, rotten lower planking or seams reveal age, neglect, or abuse and decrease the used boat's desirability and value.

If at all possible, one should take a run of at least one hour in the boat in calm water. Any tendency toward hard steering, squatting, or sluggishness will be revealed. Moreover, a good mechanic can then appraise the motor accurately without disassembly or close inspection, because a bearing knock, piston slap, blow-by, poor compression, crankcase leak on a 2-cycle, noisy push-rods, camshaft or front end, growling reverse gear, poor oil and water circulation, faulty carburetor or weak, mis-timed ignition assert themselves clearly in such actual running conditions. A keen critic would ask permission to drain some of the crankcase oil after the run to see if it is an abnormally

heavy grade. The use of such oil in demonstrations sometimes gives a temporarily quiet, powerful performance from considerably worn or even scored cylinders. One should see that the motor is squarely and firmly supported in a manner that will not rack the hull.

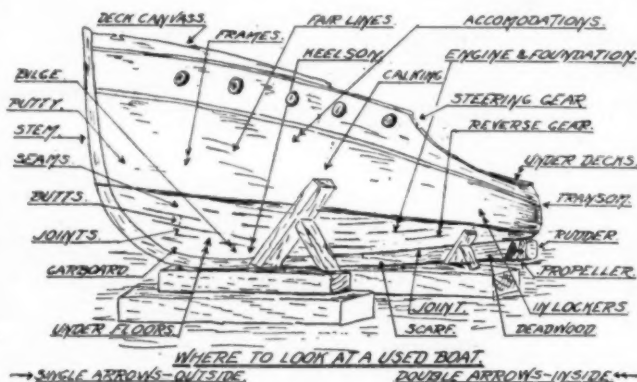
It is generally easy to estimate the condition and value of legal and extra equipment and accessories on an ordinary cruiser or runabout. Such items as radio set, chronometer, sextant, pelorus, binoculars, power bilge pump and windlass, electric lighting plant, air tanks, etc.,

cannot be expected to raise the price of a used boat in anywhere near direct proportion to their cost as long as the average buyer of small and medium-sized craft considers his voyages safe and enjoyable without them.

There is a great difference in compactness and convenience of various craft. Some 30-footers have more cabin, galley, deck, and engine-room space than 35- or 40-footers of poor design. A 6-foot-2 man will never feel at home in a boat with restricted headroom. If the boatman wants 20-mile-an-hour speed or greater, engine space must encroach on cabin room in the average craft. Where gas stations are few and long runs common, a big tank must be provided.

A boat and motor of modern design (particularly if a standardized model) backed by a strong factory and local dealer has a great advantage from the service standpoint over old or obsolete models turned out by weak or disrupted firms. Such a used boat, even when 4 or 5 years old, may be worth much more than the contrasted boat of less than half its age.

There are all kinds of used boats (Continued on page 62)



Points brought out by W. B. M. as being in particular need of attention when inspecting a second hand boat

Rules for the Prize Contest

ANSWERS to the above questions for the December issue, addressed to the editor of *MoToR Boating*, 119 West 40th St., New York, must be (a) in our hands on or before October 25, (b) about 500 words long, (c) written on one side of the paper only, (d) accompanied by the senders' names and addresses.

The name will be withheld and initials used.

QUESTIONS for the next contest must reach us on or before October 20. The editor reserves the right to make such changes and suggestions in the accepted answers as he may deem necessary.

The prizes are: For each of the best answers to the questions on page 30, any article or articles sold by an advertiser advertising in the current issue of *MoToR Boating* of which the advertised price does not exceed \$25, or a credit of \$25 on any article which

sells for more than that amount. There are two prizes—one for each question—but a contestant need send in an answer to only one if he does not care to answer both.

For answers we print that do not win a prize we pay space rates.

For each of the questions selected for use in the following month's contest, any article or articles sold by an advertiser advertising in this issue of *MoToR Boating* of which the advertised price does not exceed \$5, or a credit of \$5 on any article which sells for more than that amount.

All details connected with the ordering of the prizes selected by the winners must be handled by us. The winners should be particular to specify from which advertisers they desire to have their prizes ordered.

Making the Sweepstakes Race A Reality

*Constructive Suggestions by an Experienced Race Boat Driver
for Improving the Standard and Quality of Fast Boats*

By Caleb Bragg

Driver of Packard Chiscraft I and Packard Chiscraft III

AS THE results of the most successful Detroit Regatta are analyzed, the one disappointing feature this year is the absolute lack of new blood in the Sweepstakes races. The main object in planning this race nearly two years ago, was to make an event which would be attractive and interesting to newcomers in the sport. The offering of \$25,000 in prizes, it was thought, would be attractive and furnish at least some incentive. However, no one who has not raced heretofore, participated in this year's Sweepstakes event.

Without doubt, there are thousands of yachtsmen in this country who can afford to own fast, serviceable racing craft, and would have the inclination to do so if some means could be found to demonstrate to them the fun of racing and the pleasure which they are missing in not being participants in the sport. We believe that one point which legislates against such men owning boats, which in turn reacts to the detriment of racing generally, is the fact that such prospective owners hesitate to get into the sport, due to their lack of knowledge of boats and engines and because there is no agency, or commission, or body of men to whom they can go for honest advice and unbiassed opinions. They feel also—and their opinions are certainly based upon the records of the past few years—that because there have been only a few successful builders of boats and engines, in procuring racers from these plants, they would not have a fair chance to win, due to the plants having orders for craft from the few successful racing men today, and the inclination to give preference to these men.

Another reason for the failure of many men to get into the sport of racing, quite aside from not having the ability to properly determine the various technical details of their outfits, is principally on account of their unwillingness to spend the necessary time for a year previous to the race on all details which go with the building and equipping of a successful race boat. There is no question but that should a number of race boats be entirely completed a month previous to the race and available for such sportsmen who might care to purchase them, a large number of sportsmen could be found who would be willing to take them and race them in major events.

In this article by Mr. Bragg, who drove two winners in this year's Gold Cup and Sweepstakes races at Detroit, will be found some very constructive suggestions for interesting sportsmen in motor boat racing. Briefly, the scheme provides that twelve or more men agree to enter into an arrangement which would mean building twelve or more boats. These men at an early meeting appoint a committee to represent them in the selection of the proper boat to best suit the ends of all. The committee, after having decided upon the proper length of boat, size of power plant, seating capacity, and the various other details including the weight of hull, proper scantling dimensions for frames, planking, decks, etc., will allow all architects, boat builders and engine manufacturers, to submit plans, specifications and prices for one or two boats. The committee then determines upon the best design, piston displacement, etc., and then awards to each approved boat builder or engine manufacturer, an order for two hulls or engines, as the case may be. The committee supervises the construction of the boats in all of the details, is present at the tests of the motors for horse power, and it times the boats in qualifying speed trials on a certain definite date. Builders and manufacturers are required to furnish bond, not only that their products will come up to specifications, power, etc., but that delivery will be made previous to the date specified. The inspection by the committee will be rigid and vigorous and should the builders fail to meet the specifications, their bond will be forfeited and their product thrown out. After such boats as may be accepted by the committee have passed various inspections and tests by the committee, they shall be awarded to the various men by lot.

Mr. Bragg's plan would provide from a dozen to twenty boats being constructed for next year's racing events under the supervision of an impartial committee. Various builders would construct these boats, which would be equipped with power plants of different manufacturers. All the boats, power plants, etc., would have to meet the same specifications and the completed boats would be ready for the owners to take away, a month previous to the race. This would assure all men an equal chance to win, and would provide for them, well designed and strongly constructed craft, built under the supervision of a committee and thus furnish for them an honest product, which, besides giving them an equal chance to win any trophy, would not necessitate any work on their part during the construction period.

MoToR BOATING believes Mr. Bragg's plans would be a great step in the right direction, and with the right kind of supervision and proper committee would tend toward a real race, which, up to date, we have never had. MoToR BOATING would be very pleased to receive the ideas and suggestions of its readers on these points.—EDITOR.

DID THOSE loyal supporters of the sport of motor boating, who so generously gave the time and money which made the Sweepstakes Race a reality, accomplish the ends they had in view, namely: to bring about the development and construction of many new boats and keener competition. Personally, I doubt it as the race from the start resolved itself into a competition between Gar Wood's new boat and Colonel Vincent's new Packard Chiscrafts, which were soon laps ahead of the rest of the field. Furthermore, I heard several of those who contributed toward this year's \$25,000 in prize money, plainly state they did not believe in cash prizes as a means to stimulate the sport and development of motor boating.

The Sweepstakes, therefore, is but one of the numerous prizes and trophies that have been offered and raced for in order to develop a practical pleasure boat with sufficient speed to make good racing, but all with practically the same results: one winner, Gar Wood with little or no competition—although Colonel Vincent has consistently made things interesting for him these last two years.

Gar Wood is a sportsman who wants competition and has been one of the most active men in organizing new races, as well as donating trophies, but he has failed in that he did not obtain the competition he had hoped for. This failure seems to lie in the fact that, except for Wood and Smith there is no other designer who has had the opportunity to develop his ideas to the point where he can convince the sportsman he is able to build boats as fast in every way as the others. Someone must take a chance—and that person is logically the sportsman who although willing to take chances, has so far declined to be the goat.

The name Sweepstakes, as ordinarily used, implies a game of chance, in which a number of men, generally twenty, subscribe

to a fund and own one or more chances for the prize, depending on the amounts advanced. Prior to the event these men draw numbers, and the one having drawn the number, the horse, or whatever it is that wins, gets the prize.

Adapting the Sweepstakes principle to the motor boat race of that name, let a number of contestants get together who wish to build and enter one or more boats, and having determined the conditions governing the boats and the race, publish these conditions and request plans and bids of boats and motors with guarantees of performance. A Committee selected by these gentlemen to represent them, shall study the plans and make recommendations. The contestants through the Committee will then order an equal number of boats from each successful bidder, each contestant paying his pro rata share of the total amount. Acceptance trials for the boats shall be conducted two weeks before the race. After these trials, slips will be placed in a hat, representing the boats that have successfully passed the trials, and blank slips for the boats which have failed. Each contestant will then draw from the hat, the boat he is to own and drive in the race, anyone drawing a blank slip to receive his money back, all contracts of performance being duly bonded and all boats insured.

After the drawing, the contestants may trade boats, providing they can come to terms, but any entrant who is the builder of a boat or motor, has the prior right to purchase the boat he built or a boat which is equipped with his motor from the contestant who drew it by paying him not more than 50% of the average price of a single boat. This condition seems only fair as it would spoil the race for a contestant like, say, Gar Wood, if he could not drive his own boat, and the man who was fortunate enough to draw Wood's boat, would then receive the boat Wood drew and one-half of his money back.

(Continued on page 120)

Yard and Shop

Notes of Interest to Both Owner and Manufacturer

Wisconsins in Florida

In order to take care of the service and distribution of their machines, the Wisconsin Motor Manufacturing Company of Milwaukee wish to announce to the boatmen that they have appointed the firm of Atlantic Boat Yard Company, Miami, Florida, as their distributors for the entire east coast of Florida. This firm has made elaborate arrangements to enable them to furnish quick and expert service all along the Florida coast.

Captain Lambert Returns

The popular marine expert of the Edward Smith Company, varnish manufacturers, Captain Gustav Lambert has returned from an extended trip abroad. Much of this time was

isfaction, and commendations of its performances are being received from all parts of the globe. Its distribution at this time is practically world wide, as motors have been



Red Bird, a 26-foot runabout, built by Ditchburn, Ltd., for Robert H. Combs of Toronto. The boat is fitted with a 40 horse-power Red Wing Thorobred engine, which turns a 16 by 22-inch propeller at 1,400 revolutions, producing 22 miles speed



Polly, an 80-foot cruiser owned by A. J. Fay, has just been repowered with 8 cylinder 200 horse-power Speedway engines. In only eight days' time the old engines were removed, new engines installed, and all tests completed. From 4½ to 5 m.p.h. speed increase was obtained

spent in Sweden, looking up many old friends and relatives. He comments that he is mighty glad to be back, and is looking forward to the pleasure of meeting all his old friends and fellow mariners.

Kermath Fifty Is Popular

The new fifty horsepower Kermath engine is meeting with universal sat-

isfaction, and commendations of its performances are being received from all parts of the globe. Its distribution at this time is practically world wide, as motors have been shipped to many of the countries of Europe, as well as to several points in South America, Japan, China, the Straits Settlement, South Africa and Alaska. While this engine was only introduced to the boating public at the New York Show, last February, it is now carrying the name Kermath to all parts of the earth.



This fast little Limousine runabout has been built by the Red Bank Yacht Works, for Thomas M. McCarter, from J. Murray Watts designs. She is fitted with a 6 cylinder Scripps engine which gives her a speed of 22 miles

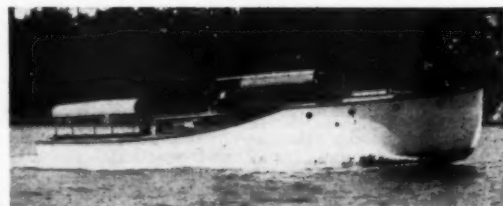
partment, Eastern Division with headquarters in New York. Mr. Lamb was formerly in the Marine Department of the Atlantic Refining Company.

A Yachting Story

Some unusual boating stories have been written and published by Elizabeth Stancy Payne, which have enjoyed remarkable success. The first of these is called *All the Way By Water*, and is the tale of a cruise from the Thimbles to Sandy Hook. An old sea captain in commenting on this book remarked "There is a woman named Payne who has written the best salt water yarn I've read in a long time. Correct, too; no landlubber mistakes in it." Mrs. Payne is encouraging small boat cruising in her books, and in doing this weaves a tale of romance about life on board a boat. It is a house boat that makes the setting for the book *Fathoms Deep*. Everything in this book that happened to its crew of landlubbers has also happened to the author, which includes the full program from going adrift on the rocks, because the anchor dragged, to getting the whiskey hogshead aboard to hold the dish water. Mrs. Payne, the author of these interesting books, is a strong booster for boating in all its phases, and these books which are being published by the Penn Publishing Company, form a clever background in which the life on little power cruisers and house boats is well described.

Elto Go Hunting

E. F. McDonald, Jr., of the Chicago Radio Laboratory, recently sent to Ole Evinrude, President of the Elto Outboard Motor Company, an interesting set of pictures taken



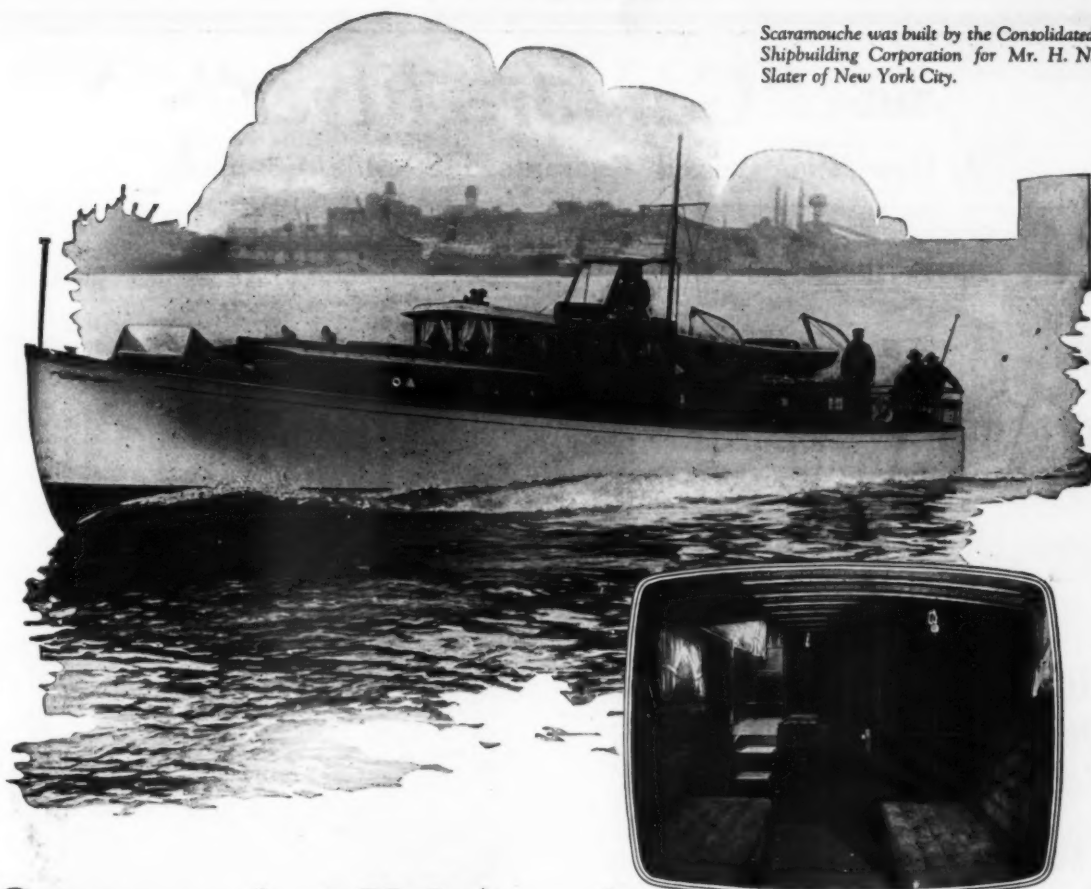
Ben Ayr IV is a fast express cruiser, owned by Gilbert Benson, of Portland, Oregon. She is 45 feet long, and powered with a 200 h.p. 6 cylinder Hall-Scott marine engine, which gives her a speed of 25 m.p.h. She was designed and built by W. H. & E. Von der Werth

Sinclair Company Expands

The Sinclair Refining Company has appointed C. J. Lamb as Lubricating Engineer in their Industrial Lubricants De-

while with the MacMillan Arctic Expedition, which Mr. McDonald accompanied as far as Battle Harbor, Labrador. According to the pictures, the explorers (*Continued on page 118*)

Scaramouche was built by the Consolidated Shipbuilding Corporation for Mr. H. N. Slater of New York City.



Photos by M. Rosenfeld

Scaramouche is Valsparred

She cleaves the water like a racer—waves curling before her—a wake trailing out behind. Thirty miles an hour Scaramouche clicks off regularly. And, moreover, she has *comfort*—roomy, luxurious accommodations for both cruising and day sailing.

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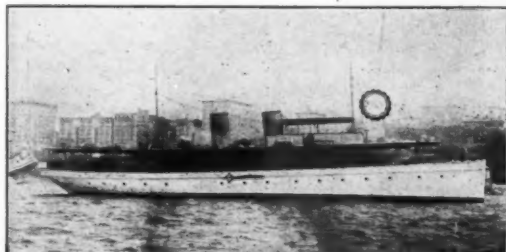
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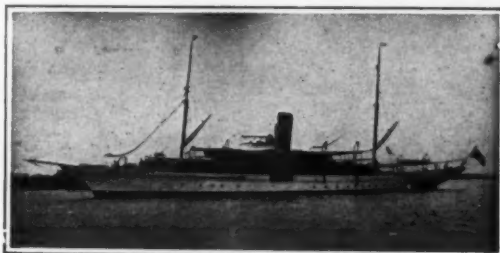
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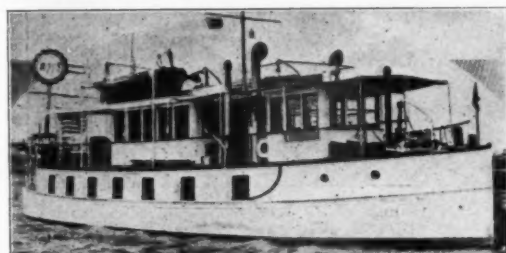
On this page are shown a few representative yachts selected from our large lists. Should none appeal kindly acquaint us with your requirements. Full information regarding costs to build, purchase or charter yachts of all types gladly furnished.



No. 3464—For Sale—Modern, roomy, twin screw, cruising motor yacht; 110' x 21' x 5.8'. Lawley built in 1917. Speed 13-13 miles. Two 160 H.P., 6 cylinder Speedway heavy duty motors. Splendid accommodation, includes large dining saloon, living room, galley and toilet room on deck. Five staterooms, two bathrooms below deck. All conveniences. In excellent condition. Available at attractive figure, as owner going abroad for extended period. Cox & Stevens, 25 Broadway, New York.



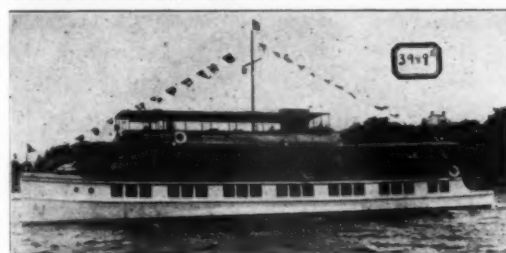
No. 341—For Sale or Charter—Large, sea-going steam yacht. Palatial accommodation. Unusual opportunity. Several similar larger and smaller available craft. Cox & Stevens, 25 Broadway, New York.



No. 2778—For Sale at Bargain or Charter—Twin screw motor houseboat, 68' x 20' x 2.5'. Speed 10 miles. Two 6 cylinder Standard motors. Large living room on deck, dining saloon, three staterooms, bath, two toilets, etc. Remarkable bargain. Cox & Stevens, 25 Broadway, New York, N. Y.



No. 979—Sacrifice—68 ft. Lawley built twin screw cruising power yacht. Speed up to 16 miles. Standard motors. Deck dining saloon, three double and one single staterooms, two bathrooms, etc. Teakwood deck house and deck trim. Cox & Stevens, 25 Broadway, New York.



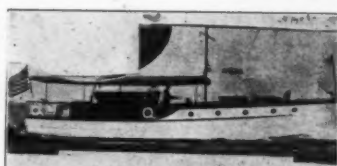
No. 3989—For Sale or Charter—Twin screw motor houseboat, 96' x 21' x 3.9'. Built 1920. Handsomely finished and attractively furnished. Speed 11 miles. Deck saloon about 25' long. Five staterooms, four bathrooms. Excellent opportunity to secure practically new, high-class craft at low figure. Cox & Stevens, 25 Broadway, New York.



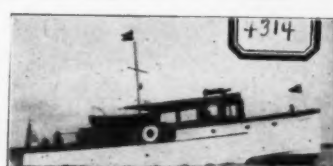
No. 3533—Bargain—Modern twin screw motor yacht, 72' x 12' x 3.6'. Built 1917. Speed 13-14 miles. Two 125 H.P., 6 cylinder Winton motors. Deck dining saloon forward, two double staterooms, bath and two toilets aft. All conveniences. In commission. Very low figure accepted if sold before laying up. Cox & Stevens, 25 Broadway, New York.



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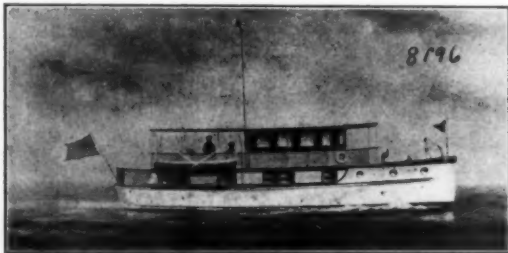
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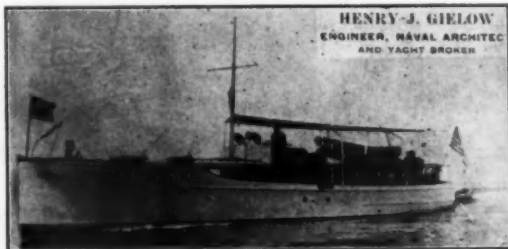
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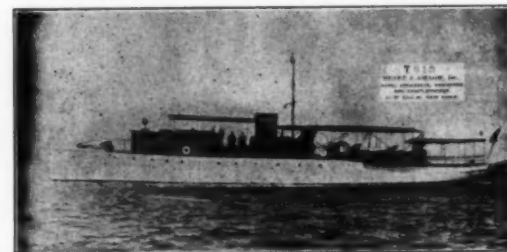
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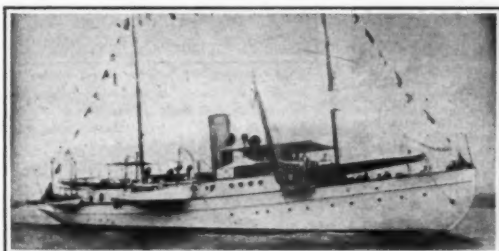
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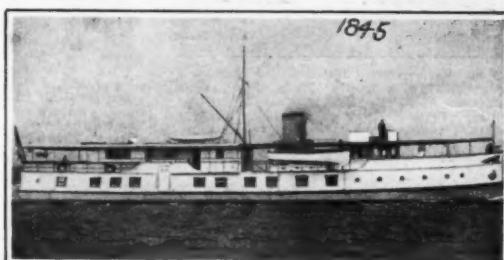
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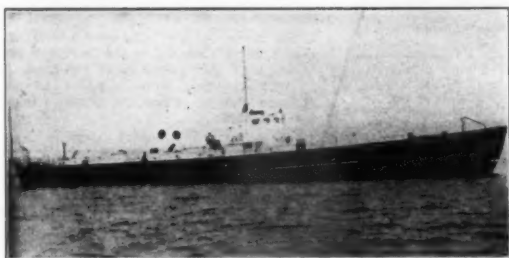
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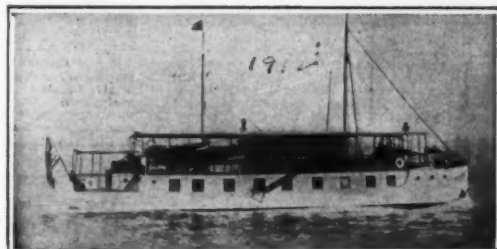
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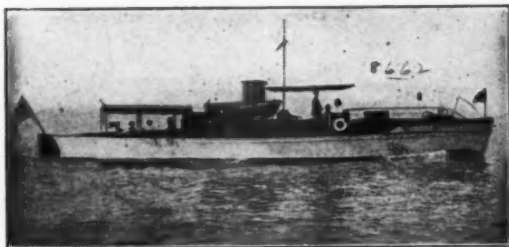
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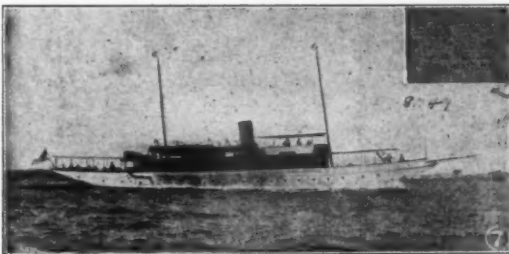
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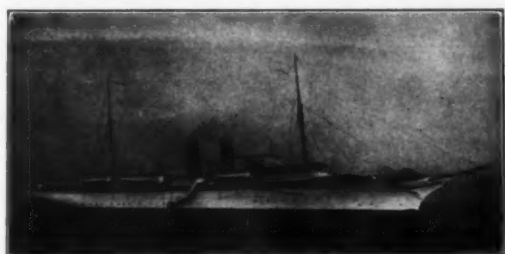
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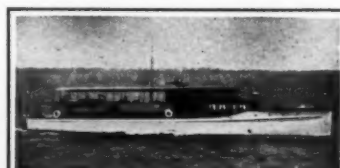
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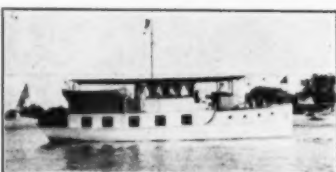
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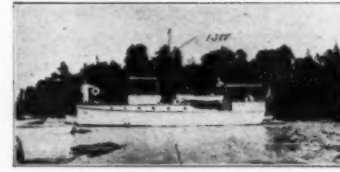
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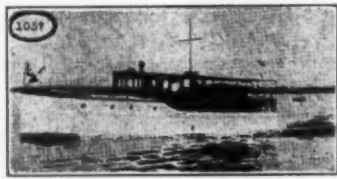
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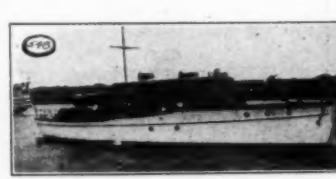
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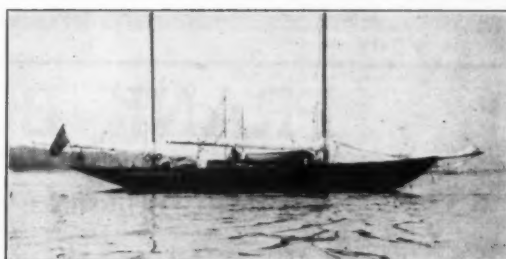
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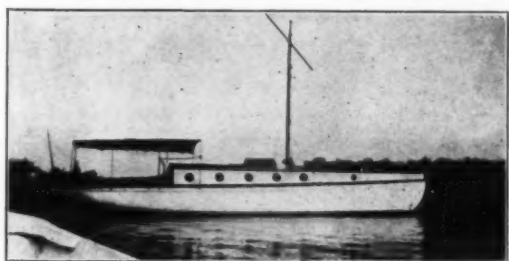
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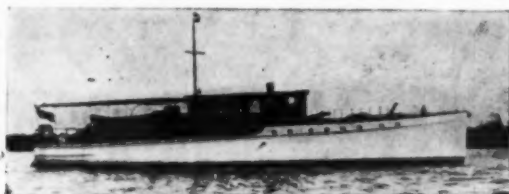
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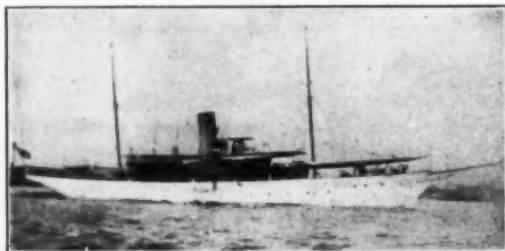
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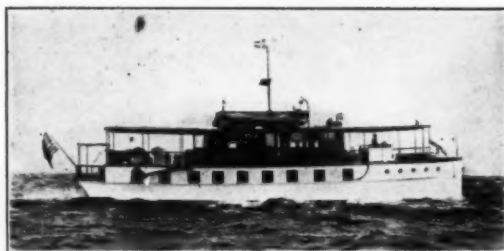
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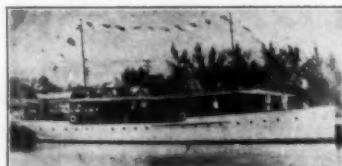
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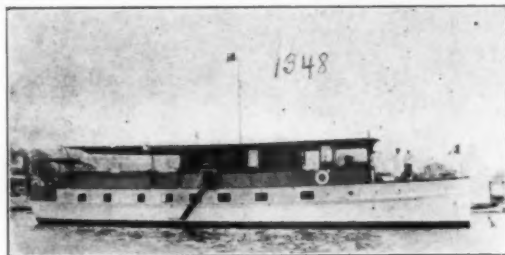
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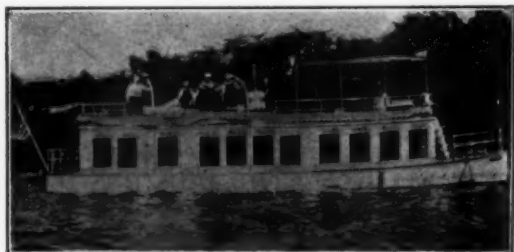
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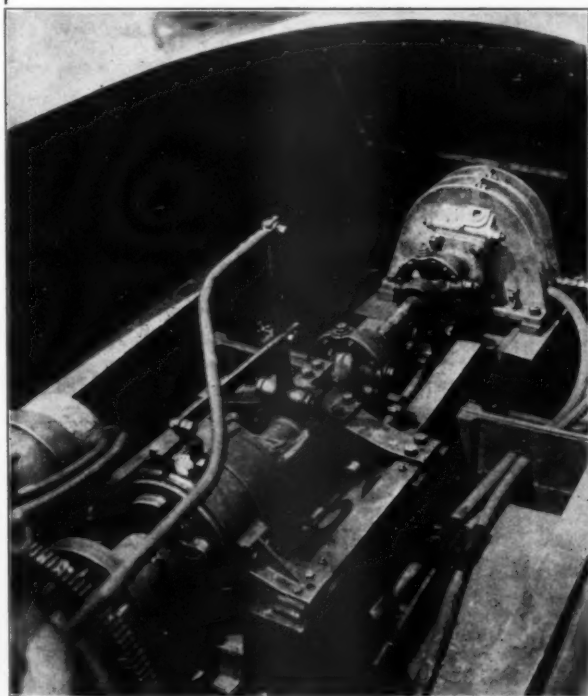
Reason for selling. Owners have dissolved partnership. Will sacrifice for one-third of actual cost of building. Terms if desired. Will demonstrate.

For further information address

VAN DYKE AUTO & MARINE CO. Evansville, Indiana.

Power

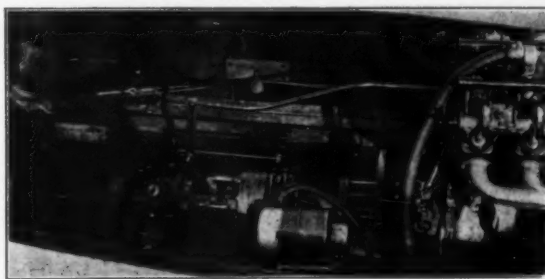
An Ultra Speed Race Type Van Dyke Liberty Twin Six high efficiency engine developing almost 500 H. P. Only after repeated painstaking experiments, and scientific research was this mechanical marvel created. It is without question one of the finest special racing power plants assembled. This is indeed a gentleman's boat showing the utmost in speed and exclusive class.



Showing installation, Cross No. 1 water cooled gear box, (oversize)
Hartman universal joints, the powerful Paragon gear, 12 volt starter

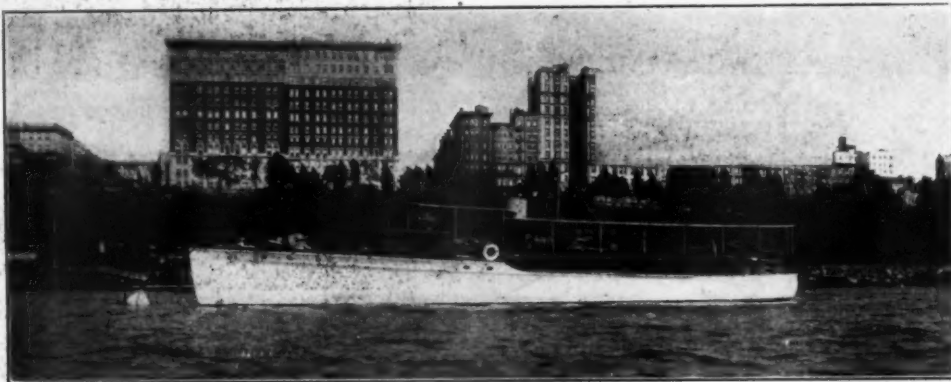


Driver's seat showing the most accurate pressure, speed and temperature registering instruments available
Easy access to water-cooled oil and gas tank



Showing motor, exhaust manifolds, water intake and outlets, reverse gear control and sturdy installation

When writing to advertisers please mention *MoToR BoatinG*, the National Magazine of Motor Boating, 119 West 40th Street, New York



PARTICULARLY DESIRABLE FOR FLORIDA CRUISING

No. 2335—FOR SALE—Attractive, commodious twin screw cruising power yacht; 83 by 13.6 by 3.6 ft. Speed up to 14 miles; two 75-H.P. 6-cyl. 20th Century motors; Bosch high tension magneto ignition. Deck dining saloon forward; aft are two double and one single staterooms, bath and two toilets. Independent electric light plant. Handsomely finished and furnished. Deckhouse, etc., of teakwood. Unusual deck space. Excellent condition. Fully equipped as shown. Her light draft 3 ft. 6 in.—not exceeding that of most houseboats—makes this craft excellently adapted for Florida waters. Reasonable price accepted for prompt disposal. Cox & Stevens, Cunard Building, 25 Broadway, New York. Telephone 2700 Whitehall.



EXCEPTIONAL—FINE BOAT FOR SALE—37' Lawley built cruiser. Two cabins, sleeping accommodations, two forward and two aft. Interior, all bulkheads and cockpit finished in solid mahogany. Large galley, leaded glass buffet, full length clothes locker, toilet, electric lights, new awning with side curtains. A fast and seaworthy boat. Now in commission and fully equipped. Will sell cheap or consider in trade for a larger boat. Yachtmen's Service Agency, 1233 Real Estate Trust Building, Philadelphia, Pa.



ZUNDEL

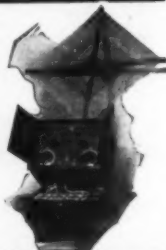
Radio Sets

DeForest D-10 Portable \$215
DeForest D-7-A Portable \$155

Complete including loop aerial, tubes, batteries and loud speaker, all ready for use. We have a complete stock of reliable radio supplies at the lowest prices for first class radio sets.

Everything for Your Boat

R. W. ZUNDEL CO., Inc.
47 Whitehall St. New York
One block from South Ferry
Phone: Bowling Green 9157

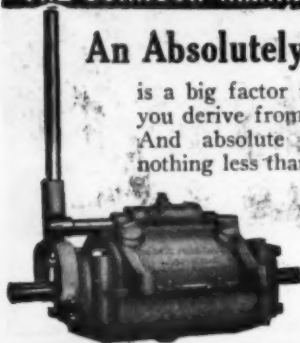


BOAT SUPPLIES

THE JOHNSON MARINE REVERSE GEAR

An Absolutely Reliable Gear

is a big factor in the satisfaction you derive from your motor boat. And absolute reliability means nothing less than a Johnson Gear.



Made in six sizes, from 1—100 H.P.

Write Department 25 for our Catalog.

THE CARLYLE JOHNSON MACHINE CO. MANCHESTER CONN.

Advertising Index will be found on page 130

DO IT NOW!

Select Your Boat for Florida
For Sale or Charter

CRUISERS

- 55' x 13' 7" x 3' 3" Bridge Deck, 6 Cyl. Standard with self-starter. Boat in commission. Delco lighting and water system. Interior finished in solid mahogany. New upholstery. Will consider reasonable offer.
- 51' x 11' x 3' 6" Bridge Deck, 4 Cyl. Standard engine, 32 volt Delco lighting plant. All upholstery new, including springs for each berth. New inclosed bridge. Interior finished in solid mahogany and in first-class condition.
- 58' 6" x 12' x 4' Bridge Deck, 90 H.P. Murray Tregurtha. Inclosed bridge. Boat in first-class condition.
- 62' x 12' x 3' 9" Bridge Deck, 70 H.P. Murray & Tregurtha. Two large staterooms aft, galley and dining saloon forward, crew's quarters peak, engine room amidship.
- 70' x 11' 6" x 3' 9" Bridge Deck, Holmes engine. Galley and dining saloon forward, double stateroom and large saloon aft.

HERE'S AN OPPORTUNITY TO GET A NEW 36' OR 43' BRIDGE DECK CRUISER HULL. BUILT CHEAP.

WRITE FOR PARTICULARS

- 43' x 9' 8" x 3' 6" Bridge Deck, 35 H.P. J. V. B. A real bargain for a man that knows a boat.
- 45' x 11' x 3' 6" Bridge Deck, 37 H.P. Standard. 32 volt Mathews electric plant, stateroom, two toilets, large saloon, galley, plenty of gas, water and ice capacity.
- 38' x 9' 8" x 3' 6" Bridge Deck, 24 H.P. Automatic. Inclosed bridge.
- 36' 7" x 10' x 3' Raised Deck, 24 H.P. Relaco. Large cockpit. Interior solid mahogany.
- 40' x 10' x 3' Raised Deck, 60 H.P. Buffalo. Self-starter and generator. Plenty of cabin and deck space.

EXPRESS CRUISERS

- 36' x 9' 6" x 2' 6" Hand V-bottom 6M Van Blerck.
- 45' x 10' 6" x 3' Hand V-bottom (2), 150 H.P. Van Blerck. Will sell cheap to quick buyer.
- 62' x 13' x 3' V-bottom (2), 150 H.P. Sterlings. Speed 18-25 miles.
- 62' x 11' x 3' Express Cruiser (2), 225 H.P. Sterlings.

HOUSEBOATS

- 37' x 12' x 3' Houseboat, 18 H.P. 4 Cyl. engine.
- 38' x 11' x 3' Houseboat, 30 H.P. Speedway.
- 43' x 13' x 2' 6" Mathis Houseboat, 24 H.P. Standard.
- 45' x 14' 6" x 3' Houseboat, 80 H.P. Buffalo.
- 52' Mathis Houseboat, Standard engine.
- 60' x 14' x 2' 6" Houseboat, 1922 (2), Standard engines, 3 staterooms and deck saloon.
- 65' x 14' x 3' 6" Houseboat, 70 H.P. H.D. Standard, 2 double and 1 single stateroom.
- 74' x 19' x 3' Houseboat (2), 50 H.P. 20th Century engines, 2 double and 2 single staterooms, large deck saloon, handsomely furnished.

AUXILIARIES

- 38' x 11' 4" x 3' 6" Auxiliary Yawl, Palmer engine.
- 41' x 11' x 3' 6" Auxiliary Yawl, Vulcan engine.
- 43' x 12' x 3' 9" Keel Yawl, Sterling engine.
- 55' 6" x 18' 6" x 5' Auxiliary Schooner Yacht. Excellent condition. Will sell cheap.
- 60' x 16' x 4' Auxiliary Schooner, Frisbie engine.
- 63' 6" x 15' 6" x 4' Auxiliary Yawl, Scripps engine.
- 70' x 15' x 9' Auxiliary Schooner, Lathrop engine.
- 77' x 17' 9" x 6' Auxiliary Schooner, Standard engine.

And many other type yachts and commercial boats.
YACHTMEN'S SERVICE AGENCY
1233 Real Estate Trust Building, PHILADELPHIA, PA.
Phone: Walnut 4830

THE MOTOR BOATING MARKET PLACE

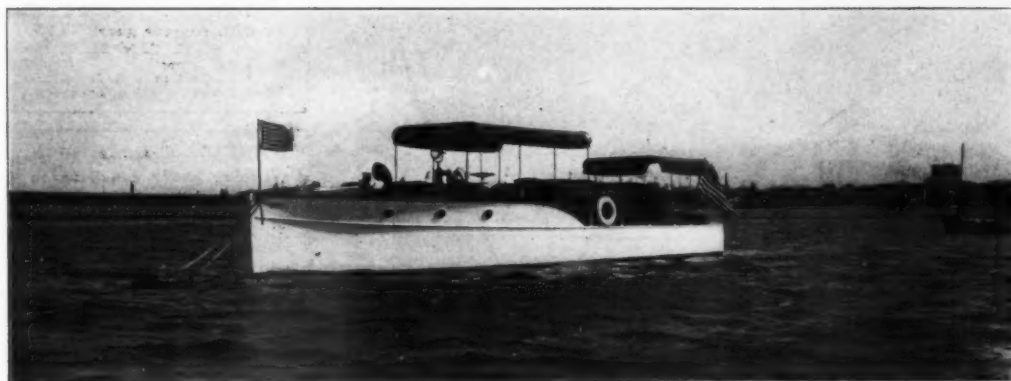
The rate for "For Sale" and "Want" advertisements is 8 cents per word, minimum \$2.00. If an illustration is used, the charge is as follows, which includes the making of the cut:

Cut one inch deep, two inches wide.....	\$ 9
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Opportunities for the Motor Boatman

Before you buy or before you sell examine the exceptional buying and selling opportunities under this heading. They comprise the best offers of the month. Please mention MoToR Boating.



Express Cruiser "Humdinger" FOR SALE

HUMDINGER is "all the name implies"—a speedy and commodious double-cabin bridge-deck express cruiser which has established an enviable record for winning races. Designed by Prof. George Crouch, the designer of Rainbow I and many other famous speed boats and cruisers. Built by Capt. Van Zant of Ocean City, N. J. Length 40 ft.; beam 10 ft. 6 inches; draft 3 feet.

Speed 30 miles. Recently repowered with a new Hall-Scott 6-cyl. 200-H.P. marine engine with electric starter and generator. Both the boat and engine are in perfect condition; completely equipped and ready for any cruise. Sleeps four in forward cabin and two in aft cabin. Separate engine room, toilet, galley with sink, stove, icebox, etc. Plenty of lockers. Electric lighted throughout.

An excellent boat for Northern or Southern cruising. Now in commission and may be seen at Chicago Yacht Club, Belmont Harbor, Chicago, Ill. For sale simply because the owner is buying a larger boat.

Write today for complete information and price, addressing Box 82, care of MoToR Boating.

6-6 cyl. A 5 A Hall Scott motors, 150 H.P.
14-4 cyl. A 7 A Hall Scott motors, 100 H.P.

All of these engines are converted for marine use, are equipped with exhaust manifold, flywheel, reverse gear, gear pumps, water and magneto ignition, all are complete and ready for installation in boats.

6 cyl. motors complete.....\$550.00 each
4 cyl. motors complete.....400.00 each
2-6 cyl., 160 H.P. Mercedes converted as above.....600.00 each

2-6 cyl. Isotta-Franchini model, 4 V. B. 165 H.P. each, converted as above, but with electric starters and generators.....750.00 each

1-Red Wing model "B," new and unused electric starter.....700.00
1-3 cyl., 21 H.P. Lathrop, new and unused.....650.00

1-4 cyl. Grey, 22 H.P., beautiful condition.....525.00
RED BANK YACHT WORKS
Red Bank New Jersey

TRIMOUNT
WHISTLE BLOWER
OUTFITS
Friction contact with engine flywheel.
3 sizes.

TRIMOUNT
ROTARY HAND
BILGE PUMPS
All bronze composition. Suction lift 6 to 20 feet.
3 sizes.

A tremendous success—a high-speed, bronze Power Pump for \$15.00

TRIMOUNT ROTARY POWER CO.
294 Whiting Ave., East Dedham, Mass.

For Sale—New and rebuilt marine engines. Write for list of bargains. Anderson Engine Co., 4032 No. Rockwell St., Chicago, Ill.

Cruiser houseboat, 38' x 12' x 3'. Jacob built 1917. Speedway motor. Cruised to Florida. Complete equipment. Competent crew. Sale. Charter. Shipshape, care MoToR Boating.

Free Illustrated Literatures, New Rebuilt Engines, Outboards, Clutches, Gears, Joints, Pumps, Hyde Propellers, Stoves, Cruisers, Runabouts, Canoes, Camping Outfits, Canadian Boat & Engine Exchange, Toronto.

*WANTED—To buy Speedway Model L, 6 cylinder or similar engine 125 H.P., 500 to 600 R.P.M. Not interested in Sterling. Address Engine, care MoToR Boating.

FOR SALE—Several brand new Erd 30 H.P. motors cheap. F. T. Holliday, 2947 N. Meridian St., Indianapolis, Ind.

FOR SALE—38' bridge deck cruiser, fully equipped, including rowboat, electric lights, toilet and galley. 58 H.P. J. & B. engine. New last year. Apply to C. D. Todd, 27 Nelson Ave., Great Kills, Staten Island, N. Y.

FOR SALE—\$130.00 Edison chrome nickel storage batteries for \$22.50. Guaranteed perfect or money refunded. 6 volt, 225 amperes. A wonderful battery at an equally wonderful price. B. T. Smith, 31 Washington Ave., Danbury, Conn.

WANTED—One Elco 34' Cruisette or similar boat. Must be in strictly first-class condition and with full equipment. State year built, make of motor, price and where can be inspected. Must be near New York. Address "Tropics," MoToR Boating.

One cyl., two cycle, 1-8 H.P.....\$25 to \$65
Two cyl., two cycle, 6-20 H.P.....\$45 to \$135
Three cyl. Ferro, 25 H.P.....\$135
Four cyl., two cycle, Lockwood-Ash speed motor.....\$165
Six cyl., 4½ x 5 Roberts speed motor.....\$235

Four Cycle
7 H.P. Frisbie, 1 cyl., 6 x 6.....\$135
30 H.P. Erd.....225
40 H.P. Stearns, 4 cyl. (new).....265
And others.

State your power needs.
BADGER MOTOR CO. Milwaukee, Wis.

WANTED—45 foot bridge deck cruiser. Will exchange delightful colonial house, 11 rooms, 3 baths, on bay, worth \$20,000; mortgage \$8,000, for first class boat and some cash. Arthur W. B. Wood, Garden City, N. Y.

WANTED—Cat boat, converted cat or small cruiser between 15 and 21 ft. Send photo and particulars. Charles Frenkler, 56 Senman Ave., New York City.

REBUILT ENGINES A POOR ENGINE IS NOT CHEAP AT ANY PRICE

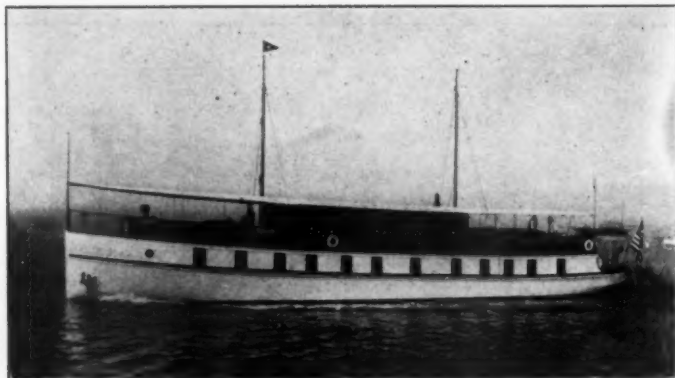
We offer you honestly rebuilt and GUARANTEED marine engines at a saving of almost 60%!

Send for our Bargain List

BRUNS, KIMBALL & CO.

153-155-157-159 West 15th Street
NEW YORK CITY

Branch Store: H. H. Eardley, Manager, Bourse Bldg., Philadelphia, Pa.



FOR SALE—Houseboat Conewago, the finest cruising houseboat available. Completely renovated this year. Length 100', beam 18', draft 4' 6", having six double staterooms, three baths. Winton machinery complete in every detail. Price attractive. Apply John H. Wells, Naval Architect and Broker, 347 Madison Ave., New York City.



For Sale—"Miss Peerless II." Speed 45 miles. 32' x 0' 0" Crouch designed runabout. Solid mahogany throughout. Equipped with a 12 cylinder Peerless marine motor. Large single cockpit forward of motor. Built-in seats for six passengers, additional room for four chairs; deep spring cushions upholstered in best materials. Solid brass fittings nickel plated. Hull is two years old and in condition equal to new. Motor is three years old and in excellent condition. Will sacrifice for \$5000.00 for quick sale. For photographs and additional information address E. L. Grimm, care Peerless Marine Motor Company, 2150 Niagara St., Buffalo, N. Y.

FOR SALE

2—heavy duty 50 H.P. 4 cylinder
BURNOL MARINE ENGINES
with reverse gear. NEVER USED

W. H. CAMPBELL, Inc.
30 Church Street New York City
Cortlandt 5727—8755
Cable Address: Bonokacam

WANTED: Cruising 40 ft. motor seagoing heavy construction launch, cabin for six, 45 h.p. heavy duty engine. Give complete specifications. Steel hull preferred. Box 81, MoToR Boating.

FOR SALE—DOUBLE-PISTON GAS ENGINE, PATENTED July 17, 1923. No. 1461948. 2 cycle, valveless, gearless, precompression in cylinder only, automatic lubrication, powerful, basic for cash and royalty. Address MoToR Boating, No. 1461948.

Racing Hydro-Plane for Sale

20-foot hydro-plane, with guaranteed speed of over 60 miles per hour, for sale at a bargain. Built by the Chris Smith & Sons Boat Co., Algonac, Mich. Has natural mahogany finish throughout. Equipped with 260 H.P. Mercedes motor, with Delco electric starter, storage battery, reverse gear and gear box of finest standard make, and full set of gauges, Tacometer, switches, etc. Gasoline capacity 42 gallons; oil capacity 8 gallons. In good condition throughout. Can be demonstrated at any time. Write for price and further particulars. Box 84, care of Motor Boating.



**P. H. Gill & Sons Forge and
Machine Works, Brooklyn, N. Y.**

FINISHED CRANK SHAFTS

We are furnishing them to some of the leading marine engine builders. Carbon and Alloy Steel, Heat Treated to your own specifications. We grind all Pins and Bearings. Forged, machined, and finished complete in our own plant. Let us quote you.

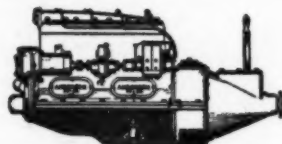
THE NEW ANDERSON

20-30 H.P. 4 cylinder 4 x 5 enclosed fly wheel, reverse gear and valve springs, Magneto, pump, carburetor, etc., \$650; electric starter, battery and generator \$150 extra.

Anderson Engine Co.

4032 N. Rockwell St.

Chicago, U. S. A.



PERFORMANCE

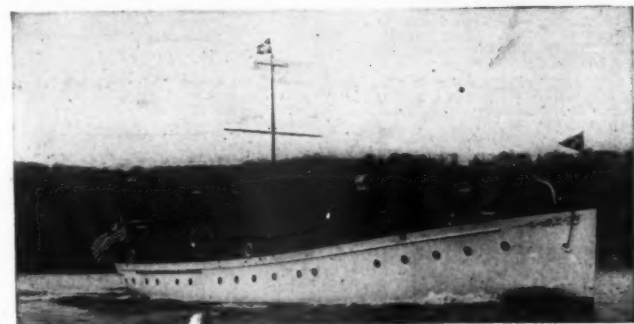
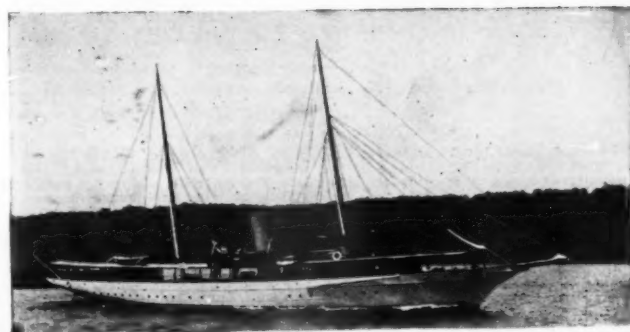
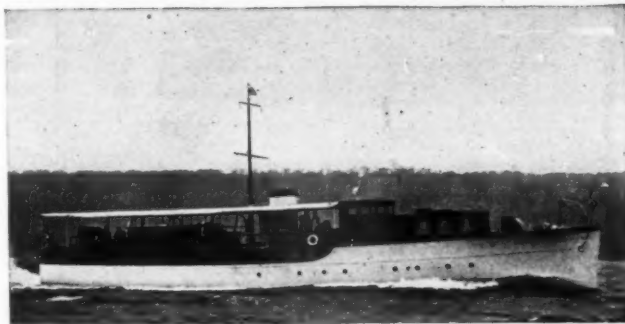
W. L. MASTERS & CO.

Authorized Distributors in Chicago territory for Kermath, Stearns, Friebie, Universal, Evinrude, Johnson, Joss Gears and Hyde Propellers

Masters Rebuilt engines will run and give service in exactly the same manner as any reputable new marine motor. When the name Masters is placed upon a rebuilt engine, you realize that a company with fifteen years of experience stands back of your purchase. Write for latest bargain list

231 North State Street, Chicago, Ill.

Fall and Winter Offerings



Four Consolidated Boats

FOR CHARTER

"TAMARACK IV"—An ideal cruiser for the Florida coast and inland waters, 1922 boat. Unusual deck space—6 state rooms—2 baths—large deck house. 16 mile cruising speed—twin screw—Speedways. Light draft. In commission New York waters.

FOR SALE

"FLORENCE J II"—For the North and South, 1922 boat. Unusual deck room. Cruising speed, 15 miles per hour. Full equipment, in commission, New York waters, twin screw, Speedways, light draft.

FOR SALE

"HIAWATHA"—Steel steam yacht. Seabury engine and boiler. Hull and machinery in first class condition. Yacht is in commission at our works ready to sail—has been used Summers only in fresh water during the past 10 years—not in war service. Offered at exceptionally low price.

FOR CHARTER OR SALE

"SPEEJACKS"—Round-the-world cruiser. Ideal for cruising the Florida coast, West Indies, Bahamas, Cuba and outside waters. Twin screw Winton engines. Thoroughly renovated since world cruise. Equipment complete. In commission New York waters ready to sail.

Details on any of these boats will be furnished upon request, or apply to your own broker.

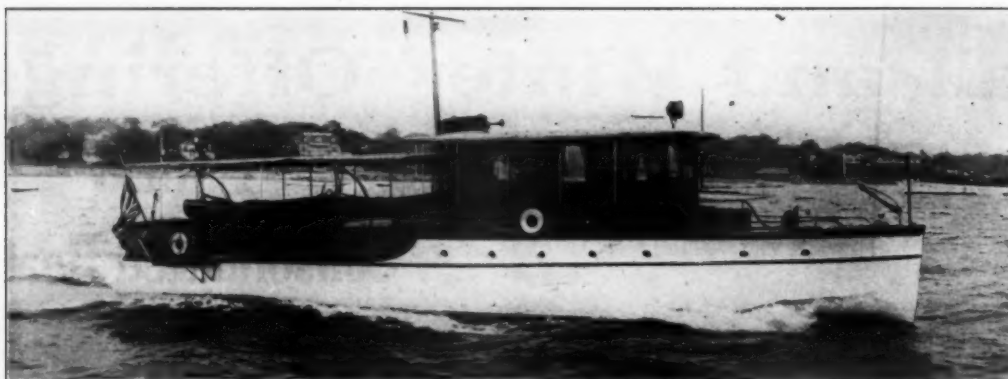
CONSOLIDATED SHIPBUILDING CORPORATION

Morris Heights

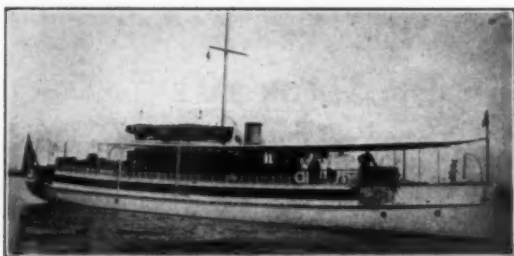
Telephone Bingham 1300

New York City

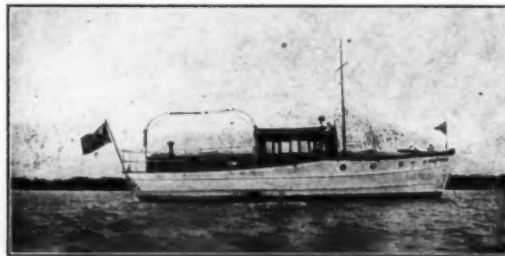
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No. 847—For Sale or Charter for Florida Season—Unusually attractive fast cruiser. 60' o. a., 14' beam, 3 1/4' draft. Owner's double stateroom and private bath. Large main saloon and separate toilet room. Elegantly appointed throughout with exceptionally complete inventory, including launch and dinghy in davits. 200 H.P., 6 cylinder Sterling motor gives speed of 14 miles per hour. An ideal craft for Southern waters, offering exceptional deck room, light, ventilation and air. All controls at wheel in deck house. Latter a most desirable feature containing double bed. No better craft of size and type available. Whole outfit good as new and ready for immediate trip South. Telephone Simon Fisch, Yacht Broker, 185 Madison Ave. Ashland 6138.



For Sale—Twin screw houseboat now at the Thousand Islands. Length 96', beam 16' 10", draft 3' 8"; four double staterooms, bath, large saloon and dining room. Boilers have been recently retubed; very economical to operate; fully salt water fitted. Price \$8000 for a quick sale. For particulars address Geo. W. Mercier, Clayton, N. Y.



For Sale—Enclosed bridge deck cruiser, Westward, 38' x 9' 8" x 3' 6". Four cylinder heavy duty Automatic engine. Electric lights, fully found, seaworthy, comfortable, reliable. This boat won first prize in 135-mile ocean race, Essington to Atlantic City, June, 1923. Bargain \$3500. H. E. Stahl, Trenton, N. J.

Six (6) 4 cylinder NLSECO FULL DIESEL REVERSIBLE engines of 120 H.P. REVOLUTIONS 350 R. P. M.

Length overall 14' 3 3/4"
Width overall 5' 3 3/4"
Height from center line 5' 2 3/4"
Diameter of flywheel 47"
Thrust shaft diameter 4 1/2"
Intermediate shaft diameter 4 1/2"
Propeller shaft diameter 4 1/2"
Propeller diameter (approx.) 50"
Weight of engine (net approx.) 17,400 lbs.
Weight of engine (gross boxed for foreign shipment, approx.) 19,720 lbs.

Approx. shipping measurement 560 cu. ft.

Two (2) 6 cylinder NLSECO FULL DIESEL REVERSIBLE engines of 180 H.P. REVOLUTIONS 350 R. P. M.

Length overall 18' 6"
Width overall 3' 0"
Height from center line 5' 6"
Diameter of flywheel 47"
Thrust shaft diameter 4 1/2"
Intermediate shaft diameter 4 1/2"
Propeller diameter (approx.) 54"
Weight of engine (net approx.) 21,800 lbs.
Weight of engine (gross with skids) 22,700 lbs.

Weight of engine (gross boxed for foreign shipment, approx.) 26,900 lbs.
Approx. shipping measurement 615 cu. ft.

Each engine is supplied with Air Compressor, Air Cooler, Spray Air Flask, Intake Muffler, Flywheel, Exhaust Manifold Fuel System, Pump, Forced Lubrication, Reversing Gear, Cooling Water System, Shaft, Propeller, Tank, a number of Spare Parts, two Starting Air Flasks, one Emergency Air Compressor, one Fuel Oil Gravity Tank, one Muffler and one Set of Tools.

They are now in New York, where they can be inspected and a one year guarantee from the manufacturers will be furnished purchasers.

LOUIS L. BERNIER
827 East Ninth Street, New York City
Telephone: Orchard 8500

FOR SALE—V-bottom speed boat. Brooks model. 17 1/2' x 56". Well built, staunch, powered with rebuilt Oakland six cylinder motor with Delco starter. Just water enough in this section to float a duck. Price \$400.00 F. O. B. Morristown, Tenn. N. G. Weller, Morristown, Tenn.

FOR SALE—125 H.P., 6 cylinder, 8 1/4" x 11", reversible, used Standard marine motor complete with drip pan, exhaust piping, muffler, air reservoir and bronze propeller. Also 30 to 70 volt generating set with 25 Edison batteries. Write for particulars, Purdy Boat Company, Trenton, Mich.

FOR SALE—16' motor boat with complete equipment and canvas cover. New outfit. Price reasonable. Apply Ed. Flomerfelt, 50 River Road, New Brunswick, N. J.

WANTED—A hull about 40' x 12' x 2' 6". Type, raised deck, flush cockpit, good freeboard. G. A. Goetschius, 83 Maiden Lane, New York.

FOR SALE—Raised deck cabin cruiser, 42' x 11' x 3'. Built for strength and comfort. 6 cylinder, 36-40 H.P., 11 to 14 M. P. H. Electric lights. Sleeps ten. Extra equipment; wicker furniture; good tender. New May, 1923. Selling only because family doesn't like boating. Full data and photos from William Grath, City Trust Company, Passaic, N. J.

FOR SALE—PIERCE-BUDD three cylinder 18-25 H.P. high speed engine. Used one season. Carl Beckman, Box 620, New Bedford, Mass.

FOR SALE—Motor, 6 cylinder, 60 H.P. Two independent ignition sets. Owner spent \$500 overhauling it. Bargain \$275. Randonson, 51 State St., Albany, N. Y.

Advertising Index will be found on page 130

CRUISE TO FLORIDA WITH ME—I want two congenial able bodied companions to cruise to Florida with me in my comfortable 50' cruiser, sharing the actual running expenses and the fun of operating the boat. Start about November first from head of Chesapeake Bay. Eugene T. Lucas, North East, Maryland.

Will trade one pair of Registered Silver Black Fox for best cruiser offered. Must be on Great Lakes. Fox are worth \$1500 for pair or will keep them one year and guarantee 100% increase for \$2500. Will ranch longer if desired. Geo. Winchester, 1140 Scribner Avenue, Grand Rapids, Mich.

WANTED

Motor Boat, 35 to 40 feet. Write giving full particulars and price. Address Box 83, care of Motor Boating.

FOR SALE—One 32-37 Standard heavy duty marine engine. One 50-54 Standard heavy duty engine. One Winton 5 KW. generating set. Percy M. Child, 1110 Fourteenth St., N. W., Washington, D. C.

FOR SALE—Trunk cabin cruiser, "NEE-MAH," 36' x 11' 6" x 3'. 25 H.P., 3 cylinder Frisbie motor. Sleeps three comfortably. Inventory complete to the last detail. Photo and full description upon request. A bargain for some one. In commission. F. Stillwell, Hackensack, N. J.

Wanted Cruising Auxiliary Keel Yawl or Sloop, 30 to 40 feet over all—4 1/2 to 6 ft. draft. State lowest price; give full description. Dr. C. E. Walsh, 93 Amity St., Flushing, N. Y.

Did This Ever Happen to You?

Shortly after receiving delivery of a new engine from us this summer, the customer wrote us that the magneto did not seem to work properly. No fault of ours, but the same day we purchased a duplicate magneto from the local distributor and shipped it to the buyer without argument.

When we took it up later with the engine manufacturer he was surprised that we did not first get his authority to make the adjustment, or even wait to inspect the instrument claimed to be defective. However, he was forced to admit the correctness of our action and the final paragraph of his letter read, "You can tell the world that we for one have found you sincere in backing up your advertising."

That is our idea of the Service every marine engine dealer should give *always*. No cut and dried procedure about getting us to make good on our guarantee. We promise Service and we mean it, even if we lose money by it. And we are glad to say that we seldom find a customer who is disposed to take unfair advantage of our way of doing business.

New and Rebuilt Engines

We are authorized representatives for a complete variety of marine engines and accessories, of all sizes and types. We also sell used engines which we have completely rebuilt, tested and refinished so they run like new and look like new. It is absolutely our policy to protect your satisfaction on any engine you buy from us, whether new or rebuilt.

*My word
is good
D.C. MacNeill*



This seal is attached to every rebuilt engine we sell

Write for our latest RED BOOK

It lists our GUARANTEED REBUILT ENGINES, giving specifications, weight, equipment, price and all other details. We will take your old engine in exchange on either a new or rebuilt engine. Write for this new book today—it is *free*.

FOREIGN BUYERS

If you are in a hurry for a marine engine and wish to save the delay of writing for catalog, prices, etc., you are perfectly safe in sending us a deposit with instructions to ship a suitable motor at once. Simply write us in detail about your boat and the service you need; state approximate h.p. and speed desired, price you wish to pay, shipping directions and method of collection on balance due. Our Export Service Department will pick out a motor for you and ship it by the first steamer. You will receive the same honest service and guarantee as our local and domestic customers.

MARINE ENGINE Co.

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Alignment of Propeller Shaft

(Continued from page 41)

a time on each one in its turn. The method with the shaft and coupling is recommended so that the engine can be lined-up while the boat is in the water. If the boat is pulled out, the blocking under it may be so placed as to distort the keel and the lining-up would be incorrect when the boat was in its normal position in the water. Care should be taken about this, if the job is done on land.

L. R. K., Bethlehem, Pa.

Some Valuable Pointers

(Continued from page 42)

at all kinds of prices, in all kinds of condition. The buyer must frankly and carefully analyze his needs and tastes and, if self-qualified, examine the boats offered him somewhat after the manner suggested.

D. McC., Cleveland, O.

Paint and Putty Cover Faults

In buying a boat keep in mind the old saying: "Paint and putty cover a great many defects." If possible, see the boat out of the water and by all means see her perform under power.

It is a time honored trick for tyro boat buyers to stick a knife into the underbody of a boat at different points in order to find the soft spots, if any. While this is theoretically correct, yet in the hands of the average man this test is not always reliable. A sharp thin blade with plenty of muscle behind it would make any sound boat seemingly have many soft spots.

A better method would be to check up the salient points in a systematic manner. First, observe the sheer line to see if it runs true. Then from forward and aft points see if the moulded form of the hull on the turn of the bilges rounds out in the sweet curve that the builder put into it. Boats with little deadrise will show their ages and the breaking of ribs at that point much quicker than other forms of hulls. With the V-bottom type the chine piece can also be inspected.

Following this, the butt ends of the planking at the stem and at the stern, as well as any intervening butts, should be examined for longitudinal cracks and excessive caulking space. The condition of the garboard at the forward will be worthy of the buyer's careful inspection. If the keel has a scarf joint, its condition will mean much for the future life of the boat.

In the interior the first thing to look over will be the plank fastenings in the ribs and in the butt blocks. Note the number and the size of the floor timbers. Some boats will allow an inspection of this nature practically from stern to stern, while others will be ceiled to such an extent that one will have to average the majority from the few. Rust incrustations around fastenings on the interior of the hull will not be as significant as similar conditions on the outside of the hull. A slight rub of the finger on the rusty fastenings on the inside of a hull will generally reveal the true condition of the fastening.

Wide open seams and a tendency for a hull to weave when shaken need not necessarily be a dangerous sign in a

Advertising Index will be found on page 130

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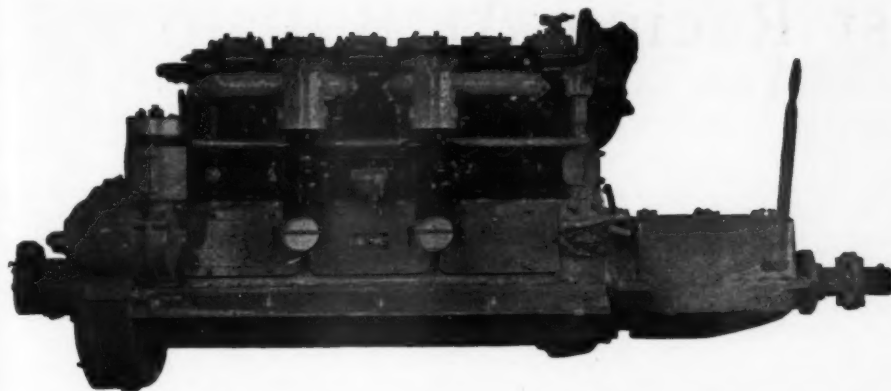
boat that has been laid up on shore for some time. Cypress planked boats will dry out to an alarming extent yet will swell perfectly tight after a short time in the water.

Above the sheer line and the covering board one need not balk at unseemly conditions, which for the most part will be due to exposure to the sun and the elements and, which can very often be put in perfect condition without the outlay of any great sum.

In noting a boat's performance under power a glance over the stern will tell if she is sufficiently powered. The wake should be at least fifty per cent broken water, that is, with a tendency to turn white. Incidentally one should note the control exerted by the rudder when the boat is running under her own momentum with the clutch out. A boat that requires engine power to give steerage way at slow speeds will be a bothersome craft in making landings.

If a boat successfully passes the foregoing examination, there is every reason to think that she will be perfectly satisfactory to her new owner.

J. E. M., Norwich, Conn.



*Six Cylinder 200 H.P.
Hall-Scott Marine Engine.
Hall-Scotts are regular
equipment in Belle Isle
Bear Cats.*

HALL-SCOTT

Scores 100%

IN THE great International Sweepstakes held at Detroit on Labor Day only one Hall-Scott engine competed. This was our regular 200 H. P. LM-6 stock marine engine in the standardized Belle Isle Bear Cat entered by Jerry McCarthy, which was the only Bear Cat in the race—in fact, it was the only thoroughly standardized outfit which is offered and sold from stock to the boating public. In this race of 24 entries and 15 actual starters, it ran against many special racing creations driven by special, high-powered, racing engines.

And this standardized Bear Cat finished in seventh place after running a perfect race, with only one stop which was to replenish the gasoline supply. It was a 100% performance for boat, engine and driver.

With the biggest prize money ever offered for a motor boat race, the Sweepstakes brought forth the best efforts of American designers and builders. We understand more boats were built especially for this race than any other boat race ever held. No harder test for boat or engine was ever devised.

This performance is epoch-making, not only as a victory for Hall-Scott and Bear Cat, but in proof of the fact that you can buy a sensible, practical, gentleman's runabout of absolutely standardized design that equals the best that can be built without regard to cost.

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*Jerry McCarthy's Belle Isle Bear Cat that finished seventh in the International Sweepstakes. Average for 150 mile race,
35.4. m.p.h.*

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Fast Racing At Buffalo

Musketeer and Baby June Take Major Honors at the Final Regatta of the Summer Conducted by the Buffalo Launch Club

WHEN a motor boat race or regatta is a success these days it is generally due to the herculean efforts of one individual. The races of the Buffalo Launch Club held on the Niagara river September 13, 14 and 15, were as big a success as in by-gone days, but if it had not been for the strenuous work of Arthur J. Utz, eastern representative for Hall-Scott motors, as well as Rear-Commodore of the Buffalo Launch Club, it is doubtful whether there would have been any Buffalo regatta this fall.

For the past month Hall-Scott motors have been selling themselves, and the Commodore has given all his time and attention to getting the best boats in the country to come to Buffalo. The success which he had is well proven by a glance at the entry list.

Horace E. Dodge, the energetic boat builder from Detroit brought over his Musketeer, and driving it himself, cleaned up in the free-for-all class for runabouts. This was Mr. Dodge's first appearance driving his own boat in such fast company, and he readily demonstrated that he will soon be a dangerous contender for the highest motor boat racing honors in this country.

Another Dodge-built runabout, Viroling II., owned and driven by Robert Ringling of Chicago, raced also. Viroling II. was very fast and had little trouble in winning first place in the first heat of the class for runabouts for unlimited piston displacement. However, gear trouble kept Viroling II. out of the second heat and after the first five mile lap in the third heat had been run, a leak in the carburetor developed, causing the motor to back fire badly, which ignited some gas in the bilge. Mr. Ringling at the helm of Viroling II. kept gamely on, all the time leading the field, while his mechanic fought the flames, but after completing a full lap both men were obliged to give up the fight and jump for their lives. Mr. Ringling's action in driving his burning craft for a full lap, fighting the fire and refusing to give up the race until his own clothing was on fire, was about the most daring bit of driving ever seen anywhere.

Viroling II. was powered with the full size Liberty motor formerly in Mr. Dodge's hydroplane Holo II. She was last to start in the third heat of the free-for-all runabout class, but before the first five mile lap had been completed she had overhauled the field of seven starters. His second lap was even faster, but she was forced to withdraw from the course about one hundred yards before this lap had been completed. Mr. Dodge's Musketeer I. was the winner in the unlimited runabout class, taking the International Trophy for the second consecutive year. In 1922 he won this with his Holo II. This

year Musketeer was second in the first heat, and first in the second and third heats. The race was a ninety mile one, divided into three heats of thirty miles each.

One of the most remarkable performances of the regatta was that of Miss Mary, owned by Edward Grimm of Buffalo, in the 625 cubic inch Gold Cup class. Miss Mary is a Hacker designed and built craft, powered with a six cylinder Peerless motor. While she did not win the International Trophy offered in this class, yet Miss Mary was miles and miles faster than any other boat. Her failure to win the trophy was due to the fact that her owner did not start her in the first heat. He raced his hydroplane Miss Peerless in the class just ahead of Miss Mary's, and the latter class started so soon after the hydroplane race that Mr. Grimm did not have sufficient time to change boats and reach the race course before the start. However, in the second and third heats, Miss Mary won handily.

Baby June, owned and driven by Commodore Geo. C. Hall, of Buffalo, took the International Trophy for 25 foot, 625 cubic inch runabouts, winning a first and two seconds. Baby June is also powered with a six cylinder Peerless motor which ran perfectly throughout the races. Baby June was designed and built by John L. Hacker of Detroit. She was in every sense a real runabout, had a speed of about forty miles an hour, turned readily, was dry and comfortable, and during all the racing showed no tendency to be unseaworthy or unmanageable.

The story of the Buffalo Regatta would not be complete without mention of the running of the Belle Isle Bear Cat driven by Arthur Utz. Commodore Utz after being up most of the nights with regatta details, drove his boat in every heat of every race and finished them all in a good position. He ran a total of 225 miles during the three days and did not raise the engine compartment hatches during the entire distance. William Bigelow, a new comer in the ever increasing band of racing enthusiasts, rode with Commodore Utz during all his racing, as his mechanic. It is quite unnecessary to remark that his duties were not very strenuous.

Miss Peerless, Ed Grimm's hydroplane, again won the Leary Trophy for 1,100 cubic inch hydroplanes. Ralph Sidway's Arab VII. took the first two heats but was prevented from making a start in the third heat due to a broken jack shaft.

As usual the attendance of both racing men and spectators at the Buffalo races was very large. The race was sanctioned by the American Power-Boat Association. The complete summary follows:

Races at the Buffalo Launch Club

Niagara River, September 13, 14 and 15, 1923

Summary of Buffalo Regatta

625 Cubic Inch Class, Runabouts

Interstate Trophy, 30 Miles

Boat	Owner	Time First Heat	Time Second Heat	Time Third Heat	Place Won
Baby June	G. C. Hall	52:44	50:05	49:54	1
Miss Mary	E. L. Grimm	D.N.S.	48:35	49:33	2
Belle Isle Bear Cat	E. M. Gregory	57:44	55:16	56:16	3
Will Gold	J. Williams	57:27	51:25	D.N.S.	4
Santa Barbara Bear Cat	H. Birge	58:28	56:15	56:19	5
June	G. C. Hall	57:33	D.N.S.	D.N.S.	6

Leary Trophy

20 Miles

Boat	Owner	Time First Heat	Time Second Heat	Time Third Heat	Place Won
Miss Peerless	E. L. Grimm	46:59	27:58	29:45	1
Arab VII	R. Sidway	40:05	26:33	D.N.S.	2
Miss Buffalo	R. Miller	D.N.S.	D.N.S.	32:18	3

International Trophy

Free-for-All, Runabouts, 30 Miles

Boat	Owner	Time First Heat	Time Second Heat	Time Third Heat	Place Won
Musketeer I	H. E. Dodge	44:04	41:43	42:44	1
Bone Dry	C. S. Sidway	44:18	44:39	43:58	2
Sayonara	A. Vars	D.N.S.	47:40	48:07	3
Belle Isle Bear Cat	E. M. Gregory	59:14	55:15	55:09	4
Santa Barbara Bear Cat	H. Birge	60:55	56:00	56:56	5
Viroling II	Robert Ringling	43:07	D.N.F.	D.N.F.	6
Delphine	H. E. Dodge	49:29	D.N.F.	D.N.F.	7

610 Cubic Inch Class

Runabouts, 15 Miles

Boat	Owner	Time First Heat	Time Second Heat	Time Third Heat	Place Won
June	G. C. Hall	28:19	27:31	27:46	1
Belle Isle Bear Cat	E. M. Gregory	30:40	27:51	27:33	2
Maroon	L. R. Davidson	28:20	28:30	28:09	3
Santa Barbara Bear Cat	H. Birge	29:22	28:51	28:29	4

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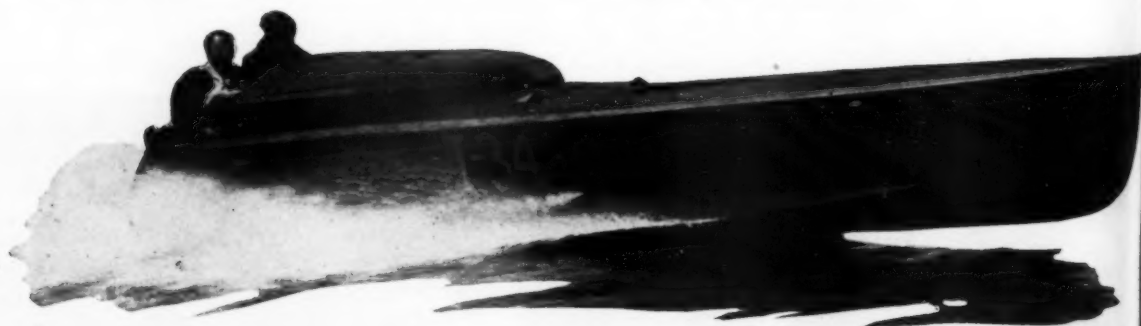


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Baby Gar II, 33 ft. standardized runabout, powered with a Wood-Liberty marine engine. Won sixth place in International Sweepstakes.



Bruin, a duplicate of Teddy. Hit driftwood in first lap of International Sweepstakes and forced to withdraw.



Curtiss Baby Gar, winner of fifth place in International Sweepstakes.



Teddy, a 25½ ft. Gar Wood-Built runabout, powered with a Wood-Liberty marine engine. Won first place in International Sweepstakes at Detroit. Average speed 50.07 miles per hour for 150 miles. Best lap 55.01 miles per hour.

Gar Wood-Built Boats Make Clean Sweep of Sweepstakes Regatta

Win \$13,800 of \$25,000 in Prizes Offered

Take first prize of \$10,000, fifth prize of \$1,500, and sixth prize of \$1,000, besides prizes for fastest lap, leader at 51 miles and leader at 99 miles. Also first place in last heat of Gold Cup Race.

*Gar Wood-Built Boats were the only craft that
competed which were built entirely in one plant*

Both the hulls and power plants were designed and built by Gar Wood and his organization at Algonac, Mich., without the assistance of any outside boat building or engine plant.

The Wood-Liberty engine with which Teddy, the winner of the Sweepstakes Race, was powered was the only make of engine which did not develop trouble during the 150 mile race. This motor, as did also a similar motor in Baby Gar II which finished in sixth place, ran the entire race of 150 miles at full speed without motor trouble of any kind.

Teddy, winner of the \$25,000 Sweepstakes race, ran the 150 mile race in less than 3 hours, averaging better than 50 miles an hour for the entire distance. Teddy was the only boat in the race averaging better than 50 miles an hour. Her fastest lap was 55 miles per hour. Both hull and power plant were designed and built by Gar Wood, Inc., Algonac, Michigan.

*Gar Wood-Built Boats are not Smith boats, either
in design or in any features of construction*

The Baby Gar stock runabouts and Gar Junior Flyers, the stock express cruisers famous the world over, are also designed and built by Gar Wood, Inc. They are easily the fastest stock boats in the world.

Baby Gar

Three times winner of Wood-Fisher Trophy. Also won last Fisher-Allison Trophy race. Best speed in competition, 53 miles per hour. Speed of 50 miles per hour guaranteed with Wood-Liberty engine, or 45 miles per hour with Wood-Fiat engine.

Gar Junior

Holds all long distance ocean records for express cruisers. Best speed in competition, 30.5 miles per hour average for 154 mile race. Best official mile, 44.5 miles per hour. Sustained speed of 30 miles per hour guaranteed with two Wood-Liberty engines.

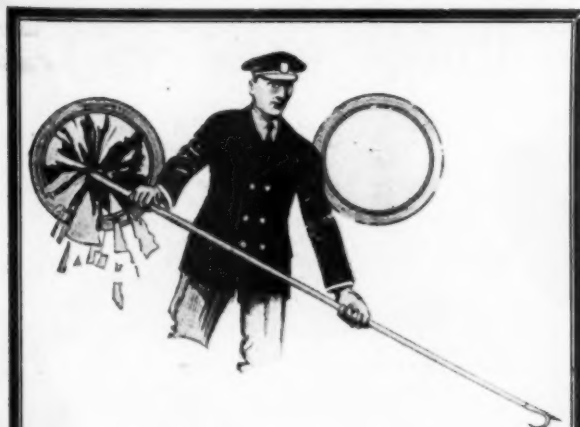
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"True to its Name"

Forty-five Feet and a Kitchenette

(Continued from page 17)

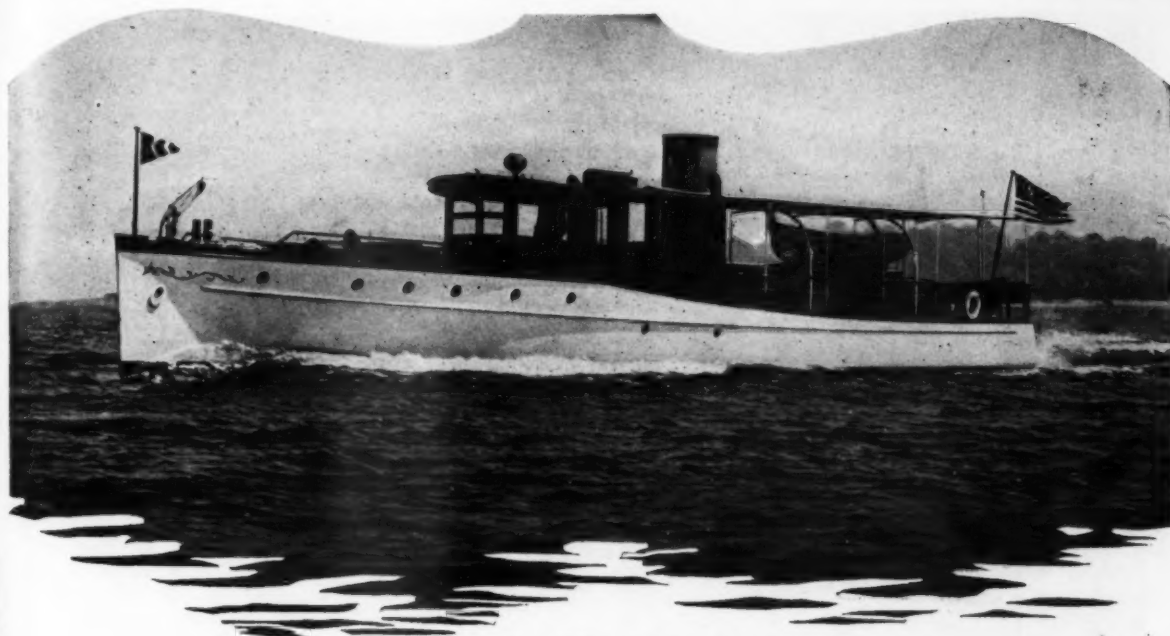
study toward the utilization of every inch of space aboard a 45-foot cruiser and the result is a craft with nothing short of a remarkable amount of accommodation. This cruiser is really a veritable kitchenette apartment in that it combines every convenience, has every comfort but does away with the responsibilities of a larger craft and it does not need, at the most, more than one paid hand to care for the entire boat. It is, indeed, the kitchenette apartment of the cruiser field and offers the same advantages on the water as the kitchenette apartment does on the land.

With the coming Florida season, the demands for this type of boat are very apparent. It is the ideal craft for Southern waters, for in Southern waters more than anywhere else, one finds the need for a floating home. It is difficult and indeed expensive to live in a hotel in the popular Southern resorts, but the only other alternative is to live aboard your own boat. In order to do this you must have every accommodation, but at the same time you do not want the responsibilities of too large a craft. The Great Lakes 45-foot cruiser lends itself perfectly to every condition in Florida waters, whether it be for both living aboard or cruising amongst the many Keys. A specially designed power dinghy for fishing may be carried on the after cabin and this may be used for fishing from the cruiser while anchored off the Keys; or, if the owner prefers to go on an extended cruise he is always ready with a fast turn of speed and with the utmost seaworthiness for any water. He is not confined to the slow houseboat cruiser, but can cruise along at 18 to 20 miles an hour and really get somewhere.

The Great Lakes 45-foot cruiser is built along the usual Great Lakes lines of quality and thorough craftsmanship, the hull being of especially heavy construction and is featured by generous freeboard and a high, exceedingly seaworthy bow; beauty of line, ruggedness, and speed qualities have all been combined into this hull very successfully. The arrangement plan is as follows: Ample crew's quarters forward, including generous locker space and lavatory, which is followed by a very large and well-equipped galley containing a four-burner stove, large sink with drain board, and large ice box. The galley is to starboard while on the port side across from the galley is a large seat which makes into comfortable upper and lower berths. This arrangement provides an excellent breakfast room likened to that in a kitchenette apartment and offers every convenience for the serving of meals where everything can be reached with hardly taking a step.

The large bridge deck is a feature of this cruiser with its especially commodious deckhouse. This makes an ideal place in which to lounge and may be used as a dining saloon or emergency sleeping quarters. It may be likened unto the sun parlor of the finest kitchenette apartment. This deckhouse is beautifully proportioned to the lines of the hull and has a low rakish appearance which lends itself beautifully to the lines of the after cabin and forward raised deck. With its drop sash windows this deckhouse can be thrown completely open for splendid ventilation in Southern waters and within a few moments' notice can be entirely enclosed for full protection in heavy weather going or in rainy or stormy weather. The twin Sterling Sea Gull engines are mounted beneath the bridge deck under large hatches. These hatches may be thrown open for complete accessibility entirely around each engine. The installation is unusually clear and void of all wiring and any unnecessary confusion of parts. Following the bridge deck is the owner's stateroom, at the forward end of which is located the lavatory, beside which is a beautiful built-in dresser. On the other side of the companionway steps which lead down from the bridge deck are spacious lockers, full length. Following the lavatory to starboard is a full sized double bed, under which is large drawer space. At the after end of the bed is located full length locker, while at the forward end a built-in buffet with leaded glass doors. Across from the bed is a large comfortable seat with locker space under and to each side. As a further addition to the already ample locker space are the lockers provided in the after starboard cabin. Leading from the after end of the owner's stateroom is a companionway up to a commodious flush deck which will accommodate four or five wicker chairs.

One of these cruisers was recently completed for James Harris, Jr., of Cleveland, Ohio, whose requirements were for the most complete home obtainable aboard a 45-footer. Mr. Harris lives aboard his cruiser Margaret, and is now taking an extensive cruise down the Mississippi River to New Orleans where he is leisurely visiting many historical points. Mr. Harris has his own kitchenette apartment with him and it is an example of the comforts obtainable aboard a 45-foot cruiser like that built by the Great Lakes Boat Building Corporation.



L'Apache is 72' x 12' x 3'6" and makes twenty-one miles per hour with two 1924 Model M six cylinder Speedways

L'Apache—Express Motor Yacht

A Seventy-Two-Footer That Knows Every Mile of the Coast from Bar Harbor to Miami

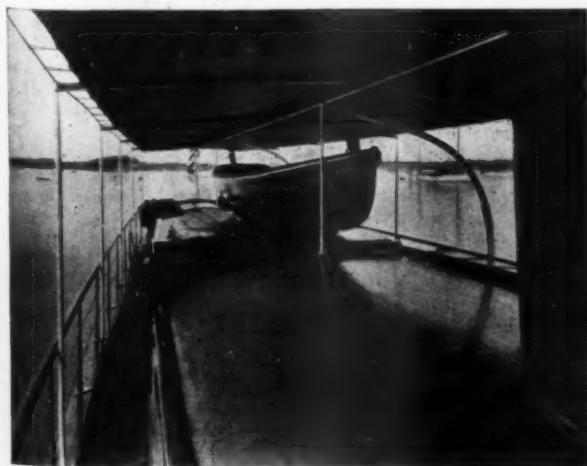
By Walter F. Bailey

FROM Maine to Florida L'Apache is known as one of the finest and most satisfactory motor yachts afloat. It represents the best type of express gasoline yacht, a good wholesome boat that is speedy enough for anyone without sacrificing the all-around ability and reliability that can only be found in a substantially built boat.

Larger and more comfortable than the average speed cruiser, not quite so fast as the latest high-powered expresses, still she is capable of a good 21 miles an hour when in a hurry, and has an economical cruising speed of 15 miles with the throttles only one-third open. That is fast enough to run away from almost everything you'll meet in a month's cruise and to get you to your destination long before you feel ready to go ashore.

L'Apache was built by the Consolidated yard at Morris Heights, New York City, and is fitted with two of their latest Speedway engines, 1924 models. To most yachtsmen that simple statement would be sufficient description of her construction, for the Consolidated reputation is synonymous with the best quality obtainable in design, materials and workmanship. That is taken for granted and still it is a pleasure to look over such a craft as this and see what excellent workmanship is carried out in every detail of yachts of this character.

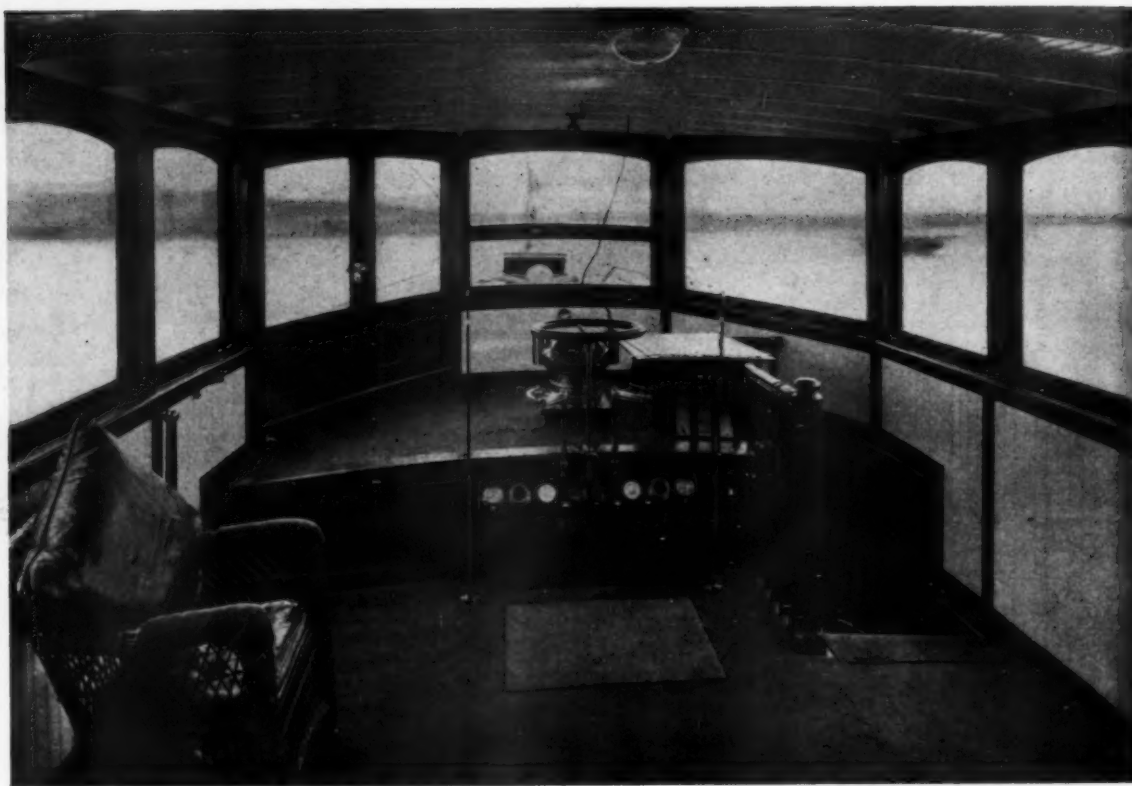
For example, brass fittings are usually considered first class but on L'Apache all the deck hardware, hand rail stanchions and other exposed metal fittings are especially cast of Monel metal, a hard white alloy that looks like



Looking aft from the deckhouse door



A view of the forward deck



The big deckhouse is unquestionably the outstanding feature of this boat

nickel or silver but is non-corroding and non-tarnishing. Such fittings can be kept as bright as a new dime with very little polishing. This little detail is mentioned merely to show the minor refinements that are in harmony with the major details of such a yacht.

Most people measure the capacity of a cruiser by the number of passengers who can be accommodated overnight. For L'Apache let's say an owner's party of five and crew of three, although the party could easily be expanded to

sleep eight or nine indoors if the wide upholstered deckhouse and saloon seats are utilized for extra berths. However, the real attraction of a big boat like this is the great amount of deck space available for day parties. Probably forty or fifty people could get aboard L'Apache without looking like an excursion steamer on the Fourth of July.

Another feature is that inclement weather need not affect the comfort of the operator or the gayety of the party. The roomy deckhouse is completely enclosed with large windows, all of which may be lowered. The controls are all centered here, with not only the wheel and compass, but the engine starter controls, reverse levers, ammeters, tachometers, spark and throttle quadrants, etc. Doors lead to the forward and after decks, a companion stairway down to the forward quarters and a hatch to the engine room.

In the engine room immediately below the deckhouse is a pair of new high duty Model M, 5 $\frac{3}{4}$ "x7" six-cylinder 150 H. P. Speedway engines, which have just been installed. Here also is the 1 K.W. General Electric generating set, together with the batteries, 35-gallon oil tank and all engine accessories. Watertight and fireproof steel bulkheads fore and aft separate the engine room from the rest of the boat. Three gasoline tanks totalling 700 gallons capacity give a cruising range of about 350 to 400 miles at 15 miles per hour.

The crew's quarters accommodating a captain, steward and sailor are forward and are completely equipped with bunks, lockers, table and toilet, while a ladder and hatch give egress to the forward deck. Connecting with this is the galley, which has a Speedway alcohol stove with four burners and oven, and tank for 30 gallons of fuel. The built-in refrigerator



The owner's cabin has accommodations for three

holds 500 pounds of ice so that one filling lasts a week. Under the galley floor is a tinned copper tank for 300 gallons of fresh water.

Next to the galley with swing door between comes the dining saloon, finished in matched teak with black leather upholstery on the wide seats, which are large enough to make very comfortable emergency berths. The folding table seats seven to nine persons comfortably. There are three large clothes lockers in addition to the large drawers, built-in sideboard with dish racks, wine locker, etc.

Back of the deckhouse the carpeted deck leads along each side of the cabin trunk to the spacious after deck, all of which is under the protection of a canvas awning. Midway on the starboard side of the trunk, a companion stairway leads down to the after quarters, toilet room and cabins, giving private entrance without the necessity of passing through any one room to reach another.

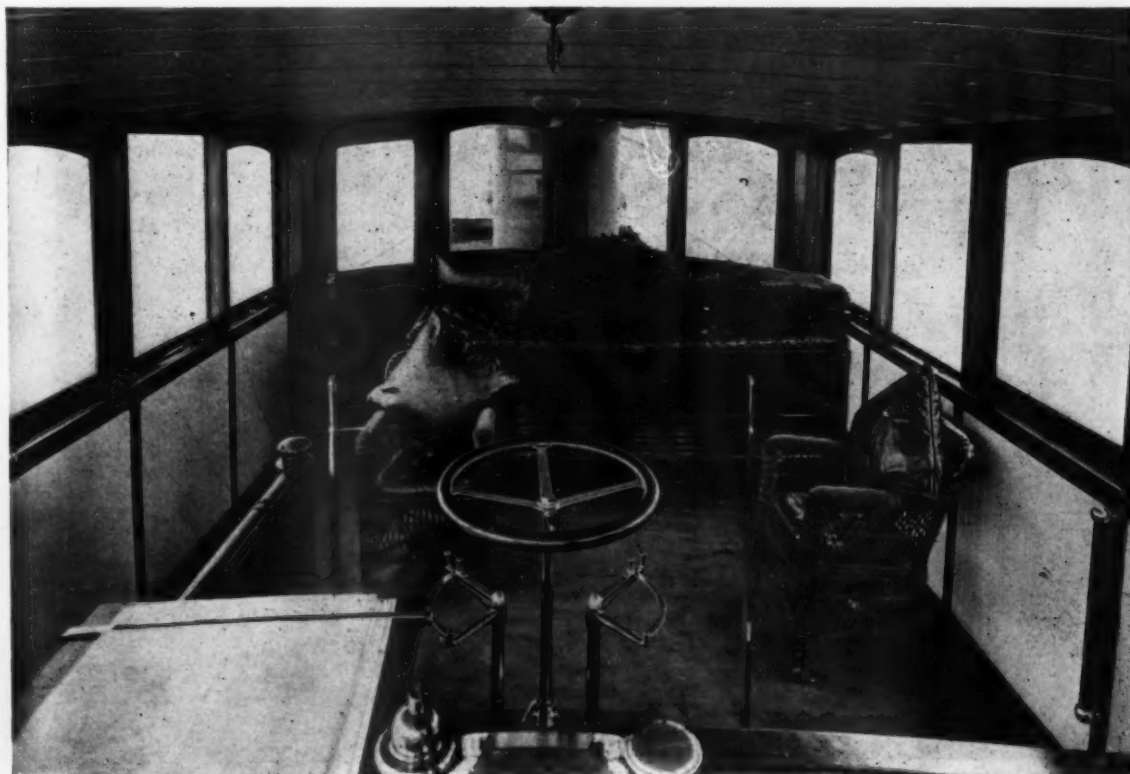
The first cabin aft is for the owner, having a wide glass-topped chiffonier with large wall mirror above, full length bevel plate mirror, double berth on one side and single berth opposite. At the other end of the suite is another cabin providing two single berths. The finish of the cabins is in dull white enamel on the panelled walls, set off with mahogany trim and beamed ceilings, giving a very tasteful effect. All the windows are copper screened and curtained, and provided with roller shades. Both cabins are exceptionally light and well ventilated, which adds to the feeling of roominess and comfort. In addition to the many clothes lockers, closets and drawers we find a gun rack, and inviting book shelves above each berth.



The after cabin has an entrance from the stern deck as well as a door to the passage forward

Between these cabins are the large toilet room and a very convenient wine room, with iced lockers, sink, running water and glass racks. There could not be a better arrangement of the owner's quarters, as it combines every convenience with privacy for each guest.

The afterdeck is like a big comfortable porch, with its wicker chairs, cushioned seat and carpeted floor, with awning and electric light bulb above. Here you can find comfort on the hottest day, or enjoy the quiet of a moonlight



This gives an idea of the comfort and roominess of the deckhouse

*In the dining
saloon, showing the
stairway leading
to the deckhouse*



night undisturbed by the necessary operations of the crew.

It goes without saying that the most approved materials are used in the construction of L'Apache. The keel, frames and floors are oak, with white pine decks and double cedar planking, copper riveted. The ten-foot cedar dinghy is swung on davits and has an extra heavy stern transom for use with an outboard motor. The equipment is absolutely complete and of the highest grade, including not only essential equipment like the two anchors with hand windlass, fire extinguishers, wicker chairs, electric running lights, life raft, fog bell, etc., but also many items of special equipment, such as a Challenge deck pump, 32-volt electric searchlight with cabin control, Sonora port-

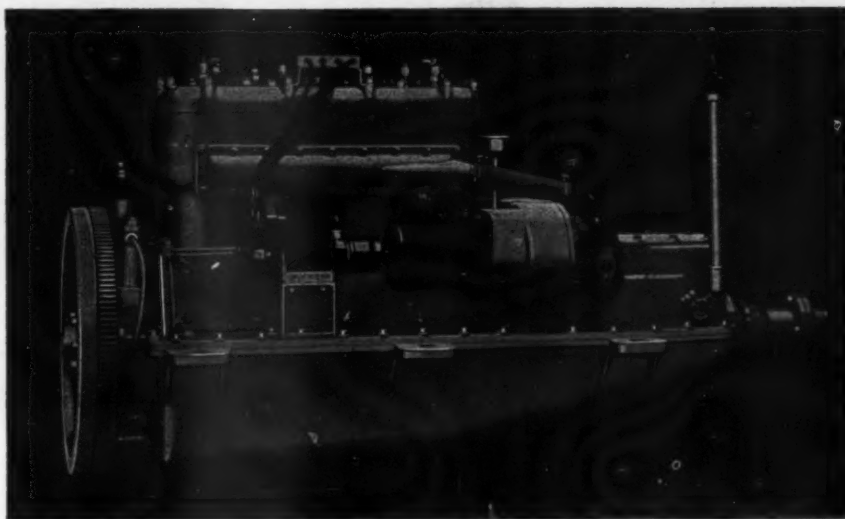
able phonograph, electric annunciator system, dishes, boarding ladder, etc.

L'Apache's owner is having a new express cruiser built, in addition to several other cruisers and runabouts he owns. He intends to place this boat on the market at a price which is considerably less than half the present cost of building such a boat, and therefore offers an excellent investment. With the new motors it is a better and faster boat than the day it was built—a boat that has amply demonstrated its seaworthiness, safety and reliability for northern and southern cruising. Any further information regarding L'Apache may be obtained through the editors of *MoToR BOATING*.



The after deck is as comfortable as a room at your club

MoToR Boating Advertiser



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"A Kermath Always Runs"

The Outstanding Motor Success of 1923

The New Kermath 35 and 50 H. P.

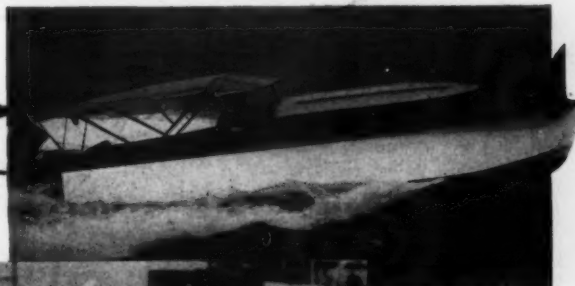
On this and the following pages are shown just a few of the scores of boats equipped with the new Kermath 35 and 50 during 1923. We wish we had room to pass on a few of the words of appreciation and praise which

came in from owners and builders who sent us these photographs.

These pictures will show what a Kermath will do for your boat. Note that these engines are particular favorites with prominent builders of standardized boats.



Dolphin, a standardized 23' 6" mahogany runabout built by the Hacker Company of Detroit. Speed 25 miles with Kermath 50.



Olive III, a 25' runabout cruiser designed and built by Kretzer Boat & Yacht Works, New York, for Mr. Chas. A. O'Donohue, of Huntington, Long Island. Speed 23 miles with Kermath 50.



The Standardized 32' cruiser produced by Fellows & Stewart, Wilmington, Cal., Kermath 35.

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KERMATH



Baby Bearcat, standardized 24' mahogany runabout built by Belle Isle Boat & Engine Co., of Detroit. Speed 25 miles with Kermath 50.



Happy Day, one of the many specialized 34 footers turned out this year by Gordon Boat Bldg. Company of Brooklyn, N. Y. Speed 14 miles with Kermath 35.

A stock 20' mahogany runabout produced by Ditchburn of Gravenhurst, Muskoka Lakes, Canada. 21 miles with Kermath 50.



Sandpiper, 23' offshore fishing skiff built by Elmer Strickland, Port Republic, N. J., for Mr. Edwin M. Chance, of Philadelphia. Speed over 15 miles with Kermath 35.

Announced for the first time last February—shown for the first time during the New York Motor Boat Show—the new Kermaths 35 and 50 have reached the very zenith of marine engine popularity in the short space of one season. We knew it was a good engine, and now the whole boat building trade knows it.

A study of the specifications readily shows why a few months' time has sufficed to make this the most popular engine of its size and type on the market. It is a high grade cleancut job throughout; quantity production has made the prices remarkably low.

You will see these engines are suited for high speed runabouts, substantial cruisers and big auxiliaries. They make a neat clean installation and give the reliable economical service that every owner wants.



KERMATH

Dee Que, 28'
runabout designed
by F. K. Lord for
H. Kollman, New
York, N. Y. Speed
10 m. p. h. with Ker-
math 50.

Kermath 35

600 R.P.M. to 1200 R.P.M.
Developing 20 to 40 H.P.
Weight 950 pounds
\$775 to \$950

Kermath 50

1000 R.P.M. to 1500 R.P.M.
Developing 40 to 55 H.P.
Weight 700 pounds
\$875 to \$1050

Both models have $4\frac{3}{8}$ in. bore with $5\frac{1}{2}$ in. stroke. Both have 5 bearing crankshaft, 5 bearing camshaft, double row annual ball bearings for propeller shaft and instrument shaft, etc. In fact they are identical except that the high speed model has aluminum base, lighter flywheel, different valve timing and similar speed features.

The public have bought these motors as fast as we could turn them out. The big Florida demand and the winter building season are just commencing. Better get your order in early.



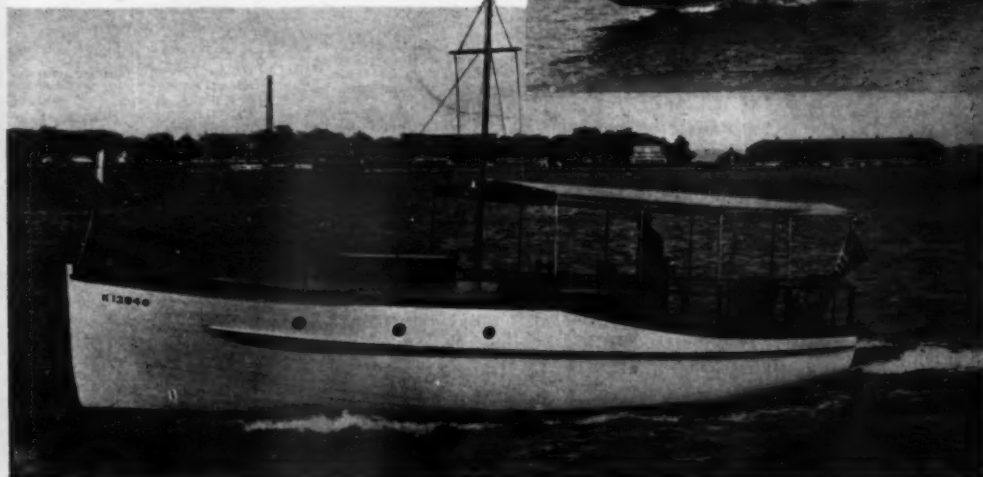
Bunny II, 33' twin screw cruiser built by Auto & Marine Engineering Co., Wilmington, Del., for Mr. Edward R. Pusey. Two Kermath 35s give her about 16 miles.



Dream Girl 25' mahogany runabout built by Gene V. Boat Co., Cincinnati, for Mr. J. Deane Stalter, of Columbus, O. Speed 22 miles with Kermath 50.



Inkost, 28' Sea-bright dory cruiser built by W. H. Jerolamon, Monmouth Beach, N. J., for Mr. F. K. Paisley. Speed 16 miles with Kermath 35.



Standardette, the 38' standardised cruiser built by T. A. Kyle Co., of City Island, New York City. 11 miles per hour with Kermath 35.

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KERMATH



Beetle, 30' cruiser by W. A. Kieswetter, Miami, for C. F. Lancaster. 13 miles with Kermath 35.



Gilbert C., 38' fishing cruiser built by Bu-veha Boat Co., Key West, for Sheriff Curry, of Monroe County, Fla., 10½ miles with Kermath 35.



Josephine K., 25' runabout owned by Mr. I. W. Kohlihaas, Detroit. Speed 22 miles with Kermath 50.

The demand is undiminished for the well known Kermath models from 3 H.P. to 20 H.P. The new 35 and 50 are simply added to an already well rounded line—unquestionably the most popular marine engine line in America.

Write for complete catalog and specifications

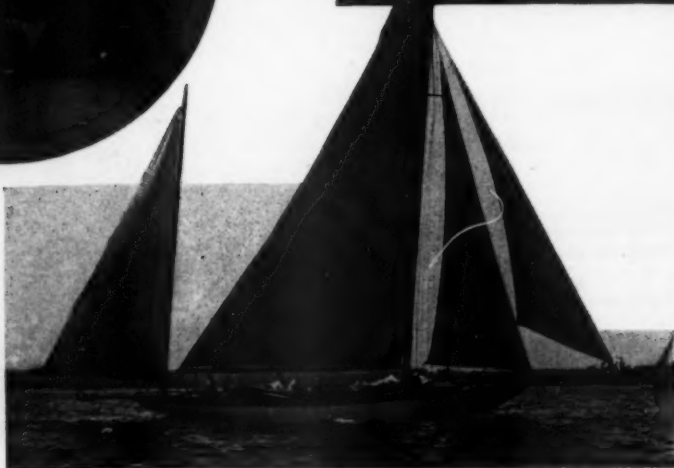
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5879 Commonwealth Ave., Detroit, Mich.



Mary Francis, 35' cruiser owned by H. W. Pease. Speed 10 miles with Kermath 35.



Chico II, 26' Hacker runabout owned by E. C. Burnett, of Memphis, Tenn., and Alexandria Bay, N. Y. 23 miles per hour.



Memory, R. N. Bavier's famous 40' auxiliary yawl which won the 662 mile ocean race to Bermuda last June. Powered with a Kermath 35.

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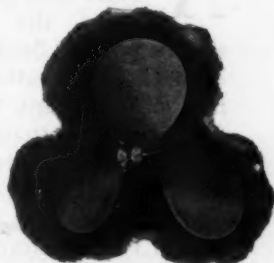
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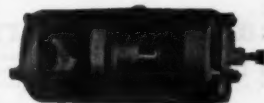
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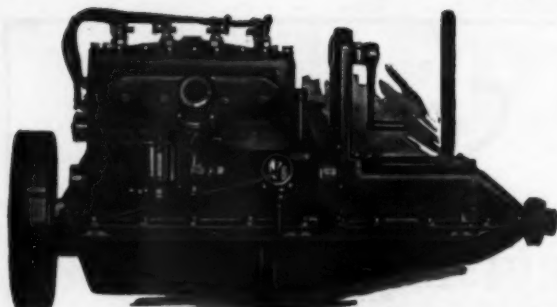
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The Ideal Power Plant

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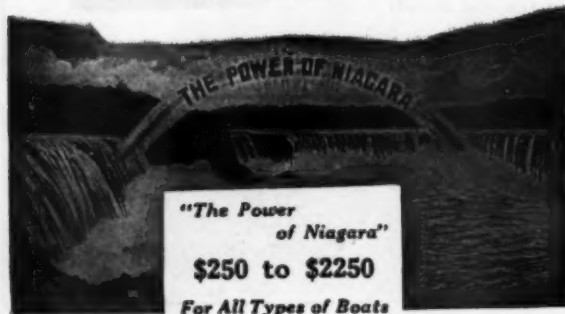
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Niagara Motors Corporation
206 Niagara Blvd., Valuable Territory Available Dunkirk, N. Y.



A Patch of Purple Twilight

(Continued from page 20)

stop there. Gawd, McGuffey, but when I was king, they used to pay dear for their fresh water, except the gunboats, which of course came on and helped themselves without askin' no questions of me and parliament—which was both the same thing. I was in Aranuka first in '88 and again in '89, and I was a fool for leavin' it."

"What was you doin' in this here Aranuka?" asked Mr. McGuffey.

"In '88 I was blackbirdin' and in '89 I was—why, what d'ye expect a king does, anyhow? You don't suppose I *worked*, do you? Because I didn't. I ate and drank and slept and went in swimmin' with the court officers and did a little fishin' an' fightin'; and on moonlight nights I used to sprawl in the grass out on the edge of Hakatuea with my head in my queen's lap, rubberin' up at the Southern Cross and watchin' the rollers breakin' white over the reef. And everything'd be as still as death except for that eternal swishin' of the surf on the beach, babblin' of 'Peace! Peace! Peace!' an' maybe once in a while the royal voice lifted in one of them sad slumber songs of the South Seas—creepy and dirgelike and beautiful. My girl could sing circles around a sky lark. I taught her how to sing 'John Brown's Body Lies A-Smoulderin' in th' Grave,' though she didn't have no more notion o' what she was singin' than a ring-tailed monkey."

"How d'ye come to pick up with her?" inquired McGuffey politely.

"I didn't come to pick up with her," answered Mr. Gibney. "She took a fancy to them red whiskers o' mine, and picked up with me. She used to stick hibiscus flowers in them red curtains and stand off and admire me by the hour. You can imagine how gay I used to feel with flowers in my whiskers. That was one of the reasons why I left her finally."

"But them was the days. Me an' Bull McGinty was the two finest men north or south of the Line. We was worth six ordinary white men each, and twenty blacks, and we was respected. I first met Bull McGinty in Shanghai Nelson's boarding house, over in Oregon Street, not three blocks from where we're settin' now. I was twenty years old an' holdin' a second mate's ticket, for I'd been battin' around the world on clipper ships since I was fourteen, an' I'd bit my way to the front quicker than most. Bull was a big dark man, edgin' up onto the thirty mark. His great grandmother'd been a half-breed Batavian nigger, and his father was Irish. Bull himself was nothin', havin' been born at sea, a thousand miles from the nearest land. However, that ain't got nothin' to do with the story. Bull McGinty was skipper an' owner of the schooner *Dashin' Wave*, 258 tons net register, when I met him in Shanghai Nelson's place. Also he was broke, with the *Dashin' Wave* lyin' out in the stream off Mission Rock with a Honolulu Chinaman aboard as crew and watchman, while Bull hustled around shore tryin' to raise funds to outfit her for another trip to the Islands. He'd been beachcombin' ten days when I met him, and we took to each other right off."

"Gib," says Bull McGinty, "I like you an' if I ever get money enough to provision the *Dashin' Wave*, pay the clearance fee, and put a thousand or two of trade aboard her, you must come mate with me and if you should have a little money by, enough to fix us up, I'll not only give you the mate's berth, but I'll put you in on half the lay."

"Done," says I. "I ain't got ten cents Mex to my name, but I'll outfit that vessel an' get her to sea inside two weeks, or my name ain't Adelbert P. Gibney."

"To look at me now, McGuffey, you'd never think that in them days I was one of the smartest young bucks that ever boxed the compass. I was born with a great imagination, Mac. All my life my imagination's been my salvation. The ability to grab opportunity by the tail and twist it was my long suit, so after my talk with Bull McGinty I took a cruise along the docks, lookin' for an idea, until I come to Sheeny Joe's place. He used to keep a sailors' outfitting joint at Howard and East streets, an' as I stood in his doorway, the Great Idea sails up to Sheeny Joe's an' lets go both anchors."

"What was this Idea? It was a waterfront reporter. It was three waterfront reporters, from three mornin' papers, an' all lookin' for news."

"Joe," says one little runt, all hair an' nose an' eye-glasses, "there ain't enough news on the Front to-day to dust a hummin' bird's eyebrow. Give me a story, Joe. Somethin' new an' brimmin' with human interest. You must have somethin' up your sleeve, ain't yuh?"

"Sheeny Joe is sellin' a Panama paraquet a pair o' six-bit dungarees for a dollar and a half, and he ain't got no time for reporters, but he looks up an' he sees me lingerin' in the doorway."

"Gib," says he, "tell these reporter friends o' mine about the time you was wrecked in the Straits o' Magellan, an' the

(Continued on page 80)

WINTER STORAGE

STORE your boat this winter at the House of Wood where it will receive the painstaking care of the most complete yacht storage service ever perfected.

We have greatly enlarged the facilities and storage capacity of our yard. All buildings on the southerly side have been razed and this large space reserved exclusively for storage. Boats are arranged in aisles so that any boat can be launched whenever the owner desires—no waiting for the next boat to get out.

Two big marine railways, of 150 tons and 600 tons capacity respectively, are supplemented by a railway system in the storage yard by means of which any boat can be placed on the car and moved quickly and safely. Unusual locker space has been provided for equipment, etc.

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We didn't originate the word "Service" at the House of Wood, but we have certainly given it an entirely new interpretation as describing the duties performed by a boat yard for its patrons.

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The success and satisfaction of your southern cruise depends upon the degree of care and skill devoted to the preparation of your boat. A complete organization of experienced yacht craftsmen is at your service at the House of Wood. Our facilities are unexcelled for any type of work on hull or power plant.

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If you are contemplating building a new boat for the coming season we offer Wood Quality with attractive price concessions. No attempt is made to cheapen or speed up at the sacrifice of results, but with our perfected cost system every customer is assured the lowest charges consistent with the quality of work we maintain.

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Single cyl.—4 cyc. 5 H. P. Motor

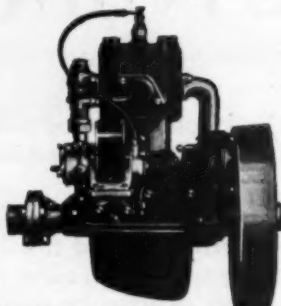
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Brookline, Mass.

A Patch of Purple Twilight

(Continued from page 78)

fight you had with them man-eatin' Patagonian cannibal savages.

"Of course, I never was wrecked in no Straits o' Magellan, and as for man-eatin' Patagonian cannibal savages, I wouldn't know one if I met him in my grog. But seem' as how Sheeny Joe is busy an' me owin' him quite a little bill, I have to make good, so I tells them the most hair-raisin' story they ever listened to. I showed 'em an old scar on my left leg where I was vaccinated once, and told 'em that's where they shot me with a bow an' arrow. While I was tellin' my story Sheeny Joe has to run out in th' back yard an' roll over three times, he's that fascinated with what I'm tellin' his friends.

"Did them fellers eat it up? They did. The story comes out next day with trimmin's on th' front page, an' I'm a hero. Of course me an' Sheeny Joe knows I'm a liar, but what's a lie or two when you're helpin' out a shipmate? But anyhow, the whole business gives me the idee I'm lookin' for, an' I takes all three mornin' papers down to Bull McGinty an' lets him read 'em.

"Now," says I, when Bull is through readin', 'you have a sample of what publicity does for a man. I'm a hero. But that don't outfit the schooner *Dashin' Wave*. A man don't get no wages as a hero, Bull. Nevertheless,' says I, 'I have invented a story that will bring in money,' an' I tell the story to Bull. I don't leave him until I have that yarn drilled right inter his soul, an' then I call on Sheeny Joe an' tell him to pass the word to all of his reporter friends that if they want a good story to go down to Shanghai Nelson's boardin' house an' ask for Bull McGinty, skipper o' the schooner *Dashin' Wave*.

"Did they come? Mac, they came a-runnin'. The little nosy guy with the hair chartered a hack, he was in such a hurry. An' when they arrive, there sits Bull McGinty, smilin' an' affable, an' he spills his yarn as easy an' graceful an' slick as a mess o' eels. There's a island in the Society group, says Bull, which he discovers on his last trip, an' which ain't in none o' the British Admiralty notes. It's a regular island, with palms an' breadfruit an' tamarinds an' mangoes an' such, fine an' fertile, fifteen miles around the middle, an' plenty o' water. But th' surprisin' thing about this here island is that it ain't got nothin' livin' on it except the most beautiful women in all the South Seas. Accordin' to Bull, there ain't a male man nowhere on the horizon. Th' men has been fightin' among themselves until every man Jack has been killed off. Nothin' left but women with dreamy eyes an' long black hair an' pearly teeth. 'A man,' says Bull McGinty, 'is at a premium. Over fifteen different girls fell in love with him before he was ashore ten minutes, an' he had to pull back to the schooner to escape 'em. At that, says Bull, as much as a hundred and twenty-seven o' 'em, as near as he could count, came swimmin' after him and chased the schooner until she was hull down on the horizon, an' then they give up an' swam back to home, sobbin' like babies.

"Bull explains that he's so dead stuck on the place he's goin' back, just as soon as he can get together say a hundred smart young lads to come in with him on the lay, outfit his schooner, an' get to sea. Every man that wants to come in on th' deal must be not less than twenty-one years old and not more than thirty, an' must be examined by a doctor to see that he ain't afflicted with no contagious sickness, like consumption, which just raises fits with them natives, once it gets in amongst 'em. It's Bull's plan to start a ideal colony, governed on new an' different lines, an' every man must marry. He can have as many wives as he can support after each man has had his choice of the herd. The women are all beautiful, but in order that nobody will have a kick comin' the choice of wives is to be determined by drawin' lots. The island is to be fenced off an' each member o' the expedition is to have so much land.

"In order to do everything shipshape, Bull explains that he has formed a company to be known as the Brotherhood o' the South Seas, capitalized for two hundred shares at \$500 a share. Bull, bein' owner o' th' schooner, an' possessin' the secret of the latitude an' longitude o' the island, an' bein' the movin' spirit, so to speak, declares himself in on fifty-one per cent. o' the capital stock. Stockse'lin' will commence just as soon as the printer can deliver the certificates.

"In the course of a somewhat checkered career, Mac, I've seen some suckers, an' I've told some lies, but this here was th' crownin' event of my life. We had applications for stock the next morning before me an' Bull was out o' bed. Four hundred and thirty-one would-be colonists comes flockin' around us, tryin' to hand us \$500 each. Bull questions 'em all very closely, and outer the lot he selects the biggest damn fools in evidence. He was careful to select little skinny men whenever possible. They was a lot o' Willie boys an' young bloods lookin' for adventure, an' me an' Bull McGinty was

(Continued on page 82)

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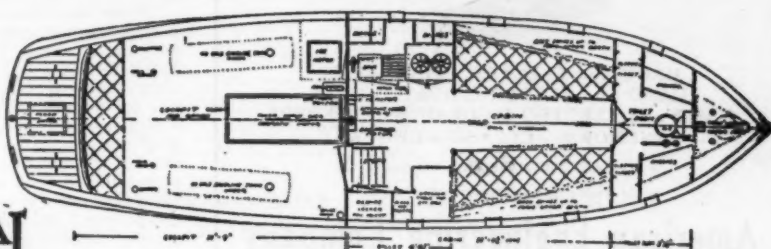
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\$3950 with Kermath 20 H.P. Engine, speed 10 miles per hour.

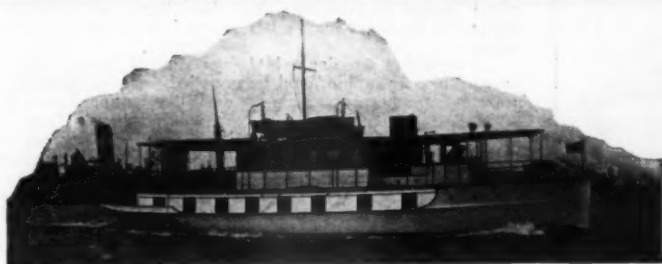
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The cruiser shown below is 42' x 9' 6" V bottom; speed, 12 miles with 35 H.P. motor.



A Patch of Purple Twilight

Continued from page 80)

just the lads to give it to 'em in bucketfuls. The little nosy reporter with the hair was fair crazy to come, but McGinty gets a jackleg doctor to examine him an' swear that he's sufferin' from spatulation o' the medulla oblongata, housemaid's knee, and the hives. We're mighty sorry, but it's agin the by-laws to bring him along. He felt heartbroken, so just before we up hook with the expedition, I had Bull give him an' the other newspaper boys a hundred dollars each. They was fine lads, all three, an' give us lots o' free advertisin'.

"Bull got greedy an' was for charterin' another schooner an' givin' all comers a run for their money, but I was wise enough to see the danger o' numbers, an' argued him out of it. I went mate on the *Dashin' Wave*, as per program, an' on a lovely summer day we towed out, with half San Francisco crowdin' the wharves an' wishin' us bon voyage, which is French for a profitable trip.

"We had a nice lot o' sick children on our hands before we was over th' Potato Patch. We didn't have a regular crew, exceptin' Bull McGinty an' me an' the Chinaman who shipped as cook. However, some of the brotherhood used to go yachtin', an' they was all the crew we needed. We had a fair run to Honolulu, where we took on five thousand dollars in trade—beads, an' mouth organs, an' calico, an' juice harps, an' dol'ar watches, an' a lot of old army revolvers with the firin' pins filed off, and what not.

"From Honolulu, we clears for Pago Pago, where all hands went ashore an' enjoyed themselves visitin' the different points o' interest. From Pago Pago, we goes to Tahiti, and from Tahiti to Suva, and in general gives them adventurers as nice a little summer vacation as they could have wished for. Bull was for dumpin' the lot at Suva an' gettin' down to business—said he'd fooled away enough time on the gang—but I argued that we'd took their money, \$50,000 of it, and they was entitled to some kind of a run, an' if we marooned them, like as not they'd send a gunboat after us, an' the fat'd be in the fire. Bull gave in to me finally, though he growled a lot about the profits bein' all et up by the brotherhood, appetites increasin' considerable at sea, an' all that.

"Just after we leave Suva we butts into a mild little typhoon, an' Bull scuds before it under bare poles, with just a wisp o' a jib to steady her. An' when the brotherhood was pea-green with seasickness I goes down into the bilges with a big auger an' scuttles the ship. In about two hours the brother at the wheel begins to complain that she's heavy an' draggin' like blazes, an' he fears maybe her seams has opened up under the strain.

"I shouldn't wonder a bit," says Bull McGinty, 'she's been jumpin' like a dolphin,' and he goes below to investigate. Two minutes later he prances up on deck like a lunatic.

"All hands to the pumps," he yells; 'there's four feet o' water in the hold.' Aside he says to me, 'Gib, my boy, you're a jewel. Not a drop of water in that forward compartment where we piled the trade.'

"It was a terrible sad sight to see the seasick Brotherhood of the South Seas staggerin' below to the pumps. We had four pumps, an' feelin' that they might be able to pump her dry too soon, I had removed the suction leather from two of them. What a howl! went up when Bull McGinty, roarin' like a sea lion, announces that all hands is doomed, because two of the pumps is nix comarous. Just about that time we ships a sea or two, and all hands lest go the pumps and starts to pray or weep or whatever they was minded to do under the circumstances. In the general excitement I slips below an' plugs up one hole, an' forces two men, at the point of a revolver that wasn't loaded, to pump ship. They just managed to hold the water level, while up on deck Bull is tearin' his hair an' cursin' somethin' frightful.

"Well, Mac, we kept that thing up for two days an' two nights, while the gale lasted, an' when we finally gets under the lee of an island, all hands are for throwin' up the sponge an' goin' back home. Somehow or other, the expedition don't look so enticin' as it did at first. We cleared away both whaleboats and landed the brotherhood on the is'and, where there was a wharf an' a big tradin' station. I forget what they call the place, but steamers touch there regular. Me an' Bull McGinty and the Chinaman stayed aboard, pumped out the ship, fixed the pumps, and plugged the holes in her bottom so nobody could find out. Then we figures out the price of a passage back to Frisco, second-class, for the whole bunch, an' me an' Bull goes ashore with a big sack of Chili dollars an' fixes it up with all hands to let go an' call it square for the ticket home. They wasn't feelin' as sore as much as you might imagine. None o' them had the brains or the spunk of a mouse, and besides we'd give them a mighty good time of it, all things considered. So, to make a long story short, we picks up a crew of half a dozen black boys, pul's the two whale-

(Continued on page 84)

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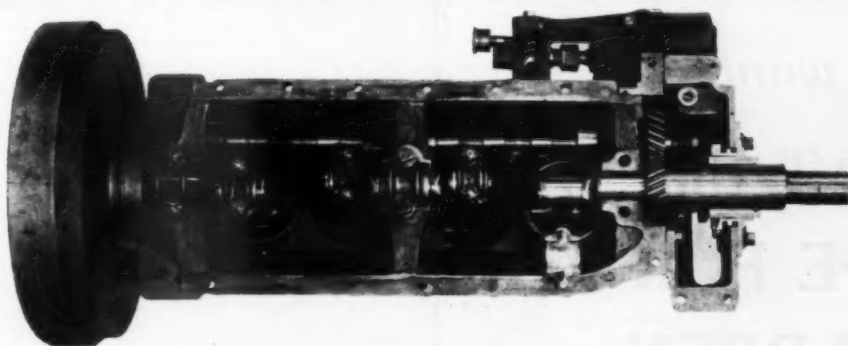
ton derrick, is complete. Dock space, 300 ft. Yard storage capacity, 60 boats. Building is well equipped with machinery, including planer, rip saw, wood lathe, etc.

The plant is located immediately opposite Detroit Yacht Club between two broad canals lined with 187 occupied boat walls. In Detroit and vicinity there are approximately 3,600 boats and cruisers requiring service. The American Boat plant has always kept 10 or 12 men busy year around and from 50 to 60 occupied during fitting out season. Complete information on request.

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A Patch of Purple Twilight

(Continued from page 82)

boats back to the ship, ups hook and sails away on our legitimate business. We divides the spoils between us, an' my share is eleven thousand cash an' a half interest in th' trade.

"We do a nice business in shell an' copra, an' such, an' in Papeete we sell our cargo to a Jew trader an' clean up fifteen hundred each additional on the voyage, after which Bull declares he's tired of hucksterin' around like any bloomin' peddler, an' we make up our minds to do a little blackbirdin'.

"Was you ever a blackbirder, McGuffey? No? Well, you didn't miss nothin'. It's dirty business. You drop in at a island, an' you invite the native chief aboard an' get him drunk, and make a contract with him for so many blackbirds to work for three years on some other island, or on the coffee or henequen plantations in Central America, and you promise them big money and lots of tobacco, and a free trip back when their time is up. What labour you can't get by dealin' with the chief, you shanghai 'em, and once in a while you can make a bully good deal, particularly in the New Hebrides and New Guinea, after a fight when they have a lot of prisoners on hand which they're goin' to eat until you come along an' buy 'em for a stick o' tobacco.

"It ain't no fun, blackbirdin', McGuffey. After you've got 'em aboard, they may take a notion to jump overboard and swim back, so you get 'em down below an' clap the hatches on 'em until you're out of sight o' land, an' the beggars howl an' there's hell to pay.

"Me an' Bull McGinty headed for the Gilberts that first trip, an' managed to pick up a fair consignment of labour. We touched in at Nonuti the very last place, which, as I says, is on the island o' Aranuka, right under the Hakatuea volcano. There was some strappin' big buck native niggers there that would fetch \$300 a head Mex, an' so me an' Bull goes ashore to pow-wow with the chief. He was a fat old boy named Pou-Slam-Bang, or some such name, an' he received us as nice as you please. Me an' Bull rubbed noses with Pou-Slam-Bang an' all the head men, and they give a big feed in our honour. Roast pig an' roast duck an' stewed chicken an' all the tropical trimmin's we had, Mac, including a little barrel o' furniture polish that Bull brought ashore, labelled Three Star Hennessy on the outside an' Three Ply Deviltry inside.

"While we was at the feast, with everybody squattin' around on their hind legs, pokin' their mits into a big wooden bowl, Pou-Slam-Bang pipes up his only daughter, a lovely wench about seventeen years old with a name that nobody can pronounce. I call her Pinky, and of all the women I ever meets, black, white, brown, red or yellow, this Pinky is the loveliest, and has 'em all hull down. She's wearin' a palm leaf petticoat and a string o' shark's teeth around her neck with an empty sardine box for a pendant. She has flowers in her hair, which is braided in pig-tails, different from the other girls. Her eyes—McGuffey, *them eyes!* Like a pair of fireflies floatin' in sorghum. And as she stands there working her toes in th' sand, she never takes her eyes off them fine red whiskers o' mine.

"Bull gives her a cigar, and it's plain that he's taken with her, but she never so much as looks at Bull. My whiskers has done the trick—so bimeby, when all hands is feeling jolly, including me an' McGinty, I sidles up to Pinky an' sorter gives her to understand that she wouldn't have to clap me in irons to fondle them red whiskers o' mine. She sticks a flower in them, Mac, s'help me, and then giggles foolish an' ducks into the bush.

"Well, we rigs up a deal with Pou-Slam-Bang and next afternoon stand out for the entrance with forty-odd head of labour in excess of what we had when we arrived. We'd cleared the reef, and was comin' about around Hakatuea Head, when what d'ye suppose we sight? Nothin' more or less than Miss Pinky Pou-Slam-Bang swimmin' right across our bows. She was more than a mile out an' comin' like a shark, hand over hand. Before I could yell to the boy at the wheel to luff up, so we wouldn't run the girl down, we was right on top of her.

"They'll have to revise the census of Aranuka," says Bull McGinty. "I do believe we hit that girl an' drove her under." "We was both rubberin' astern an' to starboard an' port, but not a sign o' the girl do we see. I got out my glasses an' searched around for full half an hour, an' by that time we was five miles out to sea, and it wasn't no use lookin' any more, an' besides I had work to attend to.

"We sailed along all the afternoon, over a sea as smooth as a dance-hall floor. Along about sunset I was up on the fo'castle head singin' 'Nancy Brown' when who should pop up onto the bowsprit but Pinky. She sat there a minute danglin' her legs an' smilin', an' s'help me, Mac, if it hadn't been daylight still, I'd a-swore she was a sperrit. I jumped

(Continued on page 86)

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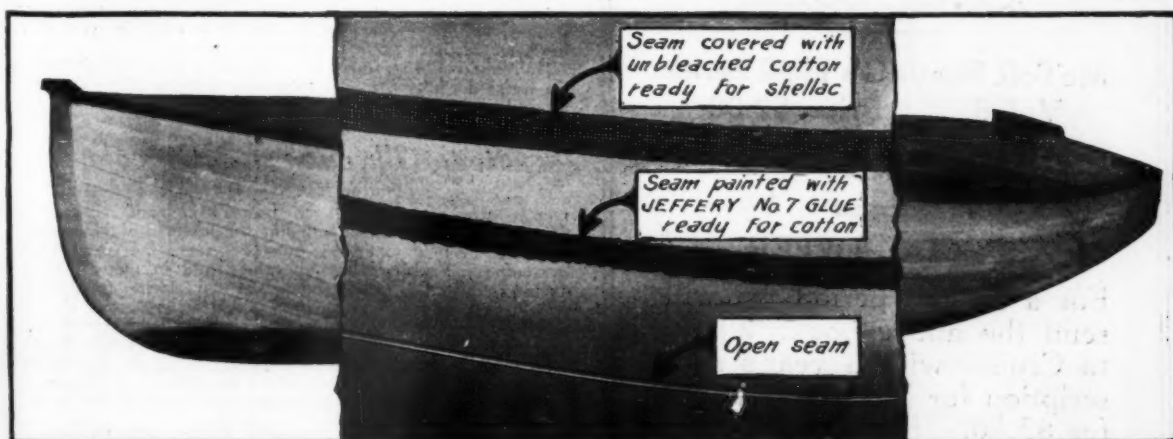
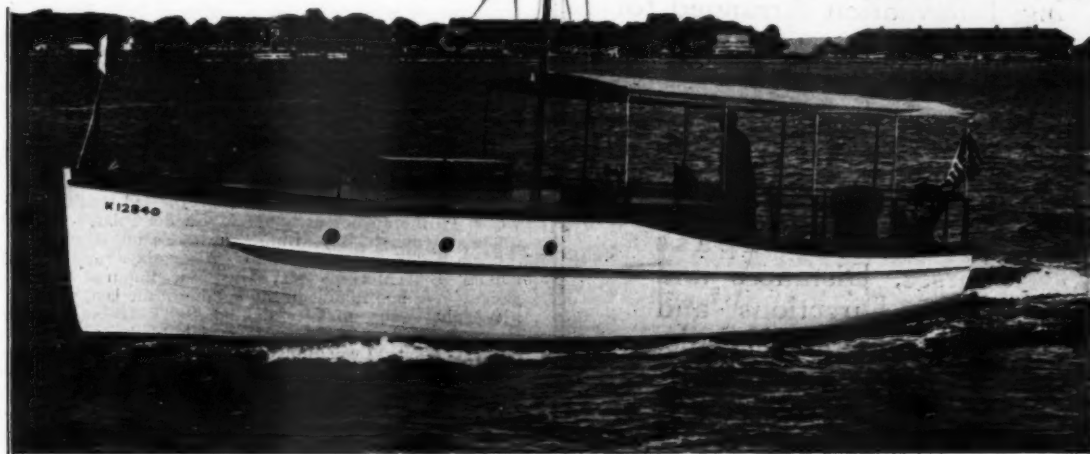
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A Patch of Purple Twilight

(Continued from page 84)

two feet in the air an' came down with my mouth open. Pinky hops up on the bowsprit, and runs along to the fo'castle head, an' then I seen she was real. The little cuss! She'd swung herself up into the martingale, an' there she'd squatted all the afternoon until we was out o' sight o' land. Of course, she got a ducking every few minutes, but what's a duckin' to them kind o' people?

"I grabs hold o' Pinky, mighty glad to know we hadn't killed her, and brings her before Bull McGinty.

"She's in love with some one of these black bucks aboard," says Bull. "That's why she's followed. Isn't she the likely lookin' wench, Gib? I do believe I'll—"

"No, you won't do no such thing, Bull," says I. "The fact o' the matter is the girl's in love with me, an' if anybody's to have her it'll be Adelbert P. Gibney."

"I'm not so sure o' that, Gib," says Bull McGinty. "I'm skipper here."

"Well, I'm mate," says I, "with a half interest in this expedition."

"I'll fight you for her," says Bull very pleasantly.

"No," says I, "I'm opposed t' fightin' a shipmate under such circumstances, and moreover we're the only two white men aboard, an' if we fight I think I'll kill you, an' then I'd be lonesome. As a compromise, I'll tell you what we'll do. We'll give Pinky the freedom o' the ship, an' me an' you'll have a cribbage tournament from now until we drop anchor at Santa Maria del Pilar (that's a dog hole on the Guatemala coast). We'll play every chance we get, an' the lad that's ahead when we let go the anchor at Santa Maria del Pilar gets Pinky."

"Fair enough," says Bull, "an' here's my hand on it."

"We had a smart passage o' fifteen days, and in that time me an' Bull McGinty plays just one hundred and eighteen games. We had to quit in the middle o' the last, with the score fifty-eight games to fifty-nine in Bull's favour, in order to let go the anchor at Santa Maria del Pilar. While we was up on deck, what do you suppose Pinky goes and does? She slips down to the cabin and fudges my peg three holes ahead. It seems that Bull, who talked the island lingo, has been braggin' to her an' tellin' her what we've been up to. The minute we have the anchor down, me an' Bull returns to the game. It's nip an' tuck to the finish an' I win by one point, Bull dyin' in the last hole, which makes the thing a draw.

"Says I to Bull McGinty: 'Bull, we can't both have her.'"

"Says Bull to me: 'I hereby declare this tournament no contest, an' move that we se'l the lady with the rest o' the herd, an' no hard feelin's between shipmates.'"

"Nothin' could be fairer than that an' I tells Bull I'm willin'. So we sold Pinky for \$200 Mex to Don Luiz Miguel y Oreña, an' sailed away for another flock o' blackbirds.

Radio Through the Binoculars

(Continued from page 33)

results carefully noted as to transmitting and receiver efficiency, and from the standpoint of practical rigging aboard cruisers. When extended over 28 feet, the mast would overcome the top set of guy cables, and in many instances during rough going nearly snapped in two. It was finally found that 25 feet was the safe height, which, when stayed with the six guys would stand any amount of rolling and pitching of the boat under all sorts of weather conditions, even when taking solid water over the bow. The difference in the transmitting and receiving range, and particularly the volume of signals, was astounding with the mast and antenna peak at 25 foot over what it was at 12 and 14 feet.

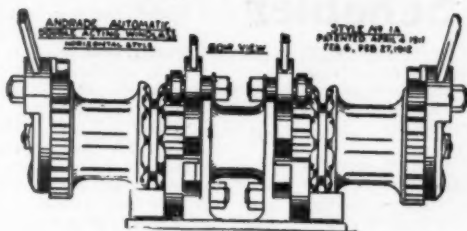
It is highly advisable, therefore, to have a special spar made up of comparatively small diameter and 25 feet high, to be used in place of the average 12 or 14-foot spar. A top set of guy cables, one running to the forward bow cleat, and another to the port and starboard extremes fairly well aft, will sufficiently guy the mast against most any rolling and pitching strains. A spreader six foot long, drilled through the center and strengthened by a brass sleeve, makes a very good top spreader with which to support the two miniature cages. This spreader is held in place in the extreme top of the mast with an imbedded stud-bolt over which the spreader is fit. Two short guys with miniature brass turn-buckles keep the spreader from tilting. A double-page installation is shown in the diagram.

For a ground system, a copper plate on each side of the keel, running from one-half to three-quarters the length of the boat, forms the best ground system. Copper straps, running from one keel plate on one side around the bottom of the keel to the plate on the other side, should be used to connect the two together. These straps should be from two to four feet apart. A wide copper strip is then run from one keel plate around the bilge

(Continued on page 88)



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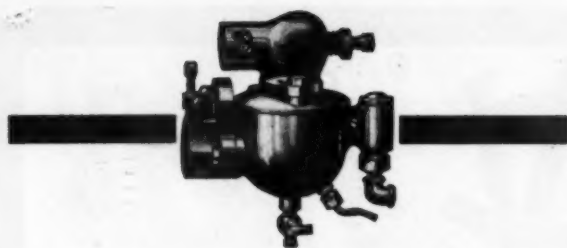
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Radio Through the Binoculars

(Continued from page 86)

and soldered to a water pipe outlet from either a forward or after lavatory. The set can then be grounded by a cable and ground clamp to this same pipe on the inside of the hull, thus making a ground with splendid area. If the boat is to be used in fresh water, the keel straps and all connections can be thoroughly soldered. Otherwise, connections should be made by thoroughly tacking with galvanized iron tacks.

A splendid way of making a positive connection to the ground plate would be to leave an integral strip all in one piece with the ground plate, and then run this strip through a seam in the bottom of the hull close to the keel. This could be done by displacing the caulking where the strip goes through and thoroughly recaulking same. The set could then be grounded directly to this strip, and being an integral part of the ground plate, there would be no connections to corrode.

If the boat is to be used in salt water, either phosphor bronze or zinc plates and strips should be substituted for the copper. Phosphor bronze is preferable, however, as the zinc deteriorates if near the bronze propeller shaft and propeller and perhaps rudder, due to galvanic action. Galvanized iron tacks should be used for fastening the plates and strips to the sides of the keel and hull. If possible no solder should be used.

Now for the receiving set and its accessories. In yachting there are certain restrictions and requirements with which a receiving set should comply to be satisfactory. The set should be compact, without crowding of parts and consequent loss of efficiency. It should be very sensitive with a high degree of amplification, and it should be stable in operation. A detector and two-stage regenerative receiver, either of the single or three circuit type, makes a good old standby for boat work. Different circuits have their following, some claiming that the single circuit is simpler to tune and gives slightly more signal strength, which is probably true. Others claim the three circuit receiver is the more selective and with it you can tune out interference to better advantage, which is also true. Having used both types aboard cruisers, I have found both to give splendid results. In fact, I had little trouble tuning out interference with a single circuit regenerative set, but there is no doubt that selectivity is all important even if it does mean handling a few more dials.

Another illustration shows a regenerative receiver of the simplified single circuit type but which tunes quite sharp when the detector is worked on about 25 volts plate current. This sharpness of tuning with an increased detector plate voltage is a peculiarity of this particular receiver, which is compact and efficient for yacht use.

Still another and more recent regenerative receiver design is the Cockaday four circuit tuner, which is ultra-selective in tuning. The writer has built one of these receivers and with it can tune in distant broadcasting stations through most any local interference.

Of recent months there has been considerable development in radio frequency sets of various types. In fact, several radical circuit developments have recently taken place, such as the Hazeltine Neutrodyne, the Grimes Inverse Duplex, the Acmedyne and others. If anything, all this new development tends to confuse the yachtsman contemplating a radio installation, and he must demand stability and comparative ease of control in buying one of the new extremely sensitive receivers.

Certain radio frequency receivers are splendidly adapted to yachts because of their extreme sensitiveness, with just a two-foot loop aerial and no ground. Such a radio frequency receiver is shown. This receiver is the latest type of transformer coupled radio frequency, employing three stages of radio frequency amplification detector, and two stages of audio frequency amplification. A feature of this receiver is the interchangeable radio frequency transformers for different wavelength bands. This is a very compact, beautifully finished set, and is well adapted to broadcast reception aboard boats using a two-foot loop antenna.

Most types of radio frequency receivers are not adapted to use with a regular antenna, however, unless some special tuning arrangement is provided. If a transmitter is contemplated, the radio frequency receivers would be found rather hard to manage with a regular antenna. A good plan would be to use a regular simple regenerative receiver with two stages of audio amplification in conjunction with the regular transmitting antenna and transmitter. A radio frequency receiver could be used independently with a loop for broadcast reception only. This would make an ideal arrangement aboard yachts, for the radio frequency receiver with its loop could be moved to different parts of the boat, such as up on the bridge, for special entertainment of visitors aboard.

A further discussion of modern receiving sets, together with some practical loudspeaker information for yachts, will follow in the next article, under the same heading of "Radio Through the Binoculars."

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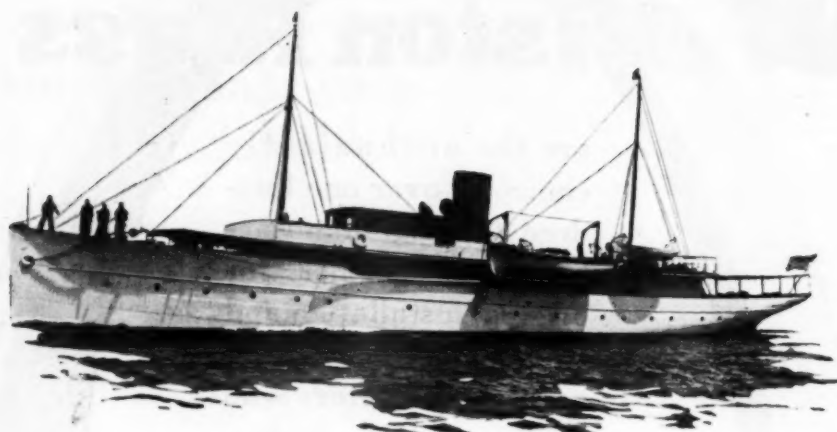
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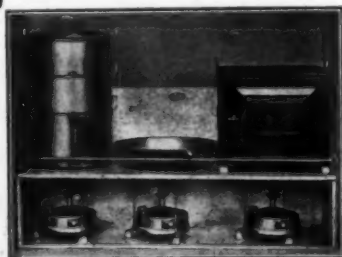
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Buster, a 12-Foot Sailing Dinghy

(Continued from page 36)

level athwartship, square with the keel and perpendicular. When the moulds are in place several battens, or ribbands of clear spruce about $\frac{3}{4}$ by 2 inches should be nailed to the moulds from stem to stern to hold the moulds in position.

The planking can be put on over the moulds with temporary screw fastenings to the moulds and permanent fastenings in stem and stern. After all the planks are fitted in place, two sets of frames are fitted in the spaces between the moulds and the planking riveted to them. The moulds are then removed, after fitting temporary stays across the boat to keep her from spreading, and frames are fitted in place of the moulds. The floor frames are then fitted along side of each frame over the keel and are fastened to keel and planking.

The gunwale is fitted inside at the upper edge of the sheer strake and is riveted through the sheer strake and heads of frames. The strip which supports the ends of the thwarts, or seats, is fastened to the frames at the proper height, and the thwarts and stern seat fitted as shown on the plan.

The centerboard trunk should be built as specified and is fastened in place with 4-inch long brass screws driven from the outside of the keel up into the sides of the trunk. If the boat is to be used only for rowing or with an outboard motor the centerboard trunk had better be omitted.

The rigging is very simple and requires little explanation as the diameters of the spars are given on the sail plan, as well as the dimensions of the sail. The boom and gaff should be made about four inches longer than the sail dimensions to allow for stretching the sail. The sail should be made of a light weight material known as Zephyr cloth and can be obtained from any sail maker at a nominal cost.

Space does not permit going into all of the details of the work, but anyone who has no knowledge of boat building can get such additional information as may be needed from some of the books on small boat building which are published or sold by MoToR Boating.

The amount of room required for building a twelve foot dinghy is comparatively small and the work should prove a very interesting winter evening job for any amateur who wishes to build a thoroughly practical and serviceable small boat.

Twelve Foot Sailing Dinghy Specifications

Keel: Clear white oak, sided $2\frac{1}{2}$ inches amidships and tapered to $1\frac{1}{2}$ inches at each end. To be moulded $1\frac{1}{2}$ inches deep. To be fitted with keel batten of white oak $3\frac{1}{2}$ inches wide and $\frac{5}{8}$ inches thick, fastened to inside of keel with brass screws to form backing for edge of garboard plank.

Deadwood: White oak $1\frac{1}{2}$ inches thick, shaped as shown on plan, fitted to top of keel at aft end and thoroughly edge bolted to keel. Stop water to be fitted where rabbet line crosses joint with top of keel.

Stern Post: White oak $1\frac{1}{2}$ inches thick and shaped as shown on plan. Lower end to be morticed into keel and securely fastened to keel and deadwood.

Stem Transom: White oak or mahogany, 1 inch thick, let in to aft side of stern post, flush with aft side as shown and fastened with brass screws. To be fitted with backing pieces, or stiffeners, of white oak or mahogany $\frac{3}{4}$ by 4 inches faced with brass to take clamps of outboard motor.

Transom Knees: Oak knees to be fitted to keel and to gunwale at each side to strengthen transom.

Stem: To be an oak or hackmatack knee, shaped as shown on plan and $1\frac{1}{2}$ inches thick. Riveted to forward end of keel. Rabbet to be cut to take ends of planking. Face of stem to be fitted with a half round brass stem band.

Planking: White cedar, $1\frac{1}{2}$ inches thick, carefully selected and free of knots. Planks to be in single lengths without butts and to be about 4 inches wide amidships on bottom and 3 inches wide on topsides amidships and tapered as necessary at ends. Planking fastened to frame with copper nails riveted over burs, heads countersunk and covered with putty. Ends of plank fastened with brass screws to stem and stern transom. Seams to be fitted close on inside and open on outside sufficient for caulking with a thread of cotton wicking. Seams to be payed or painted, with thick white lead paint and then filled with white lead putty. Butts in planking, if any, to be made on an oak butt block between frames and fastened with a double row of copper rivets.

Sheer strakes to be mahogany $\frac{1}{2}$ inch thick, and to be finished bright. Heads of fastenings in sheer strake to be countersunk and plugged with mahogany bungs.

Frames: White oak, $\frac{3}{4}$ by $\frac{5}{8}$ inches steam bent to shape; to be in one piece from rail to rail crossing on top of keel batten.

(Continued on page 94)

FRISBIE

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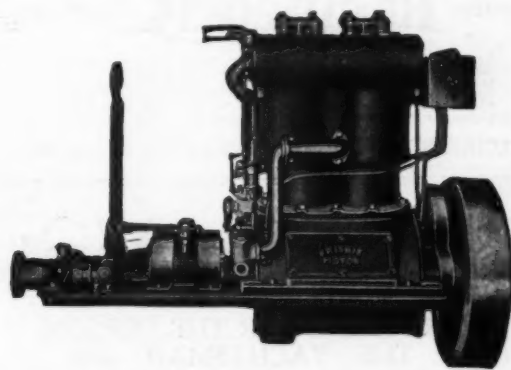
Commodore Russell's converted Navy motor sailing launch, "Felise," with a 10 H.P. Frisbie installed, won the 58-mile Connecticut River Championship for small cruisers this summer.

The "Pollywog" whose picture is shown below, is another sturdy little cruiser rebuilt from a Navy launch. She is owned by Frank Couch of Cromwell, Conn., and is also Frisbie equipped.

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Buster, a 12-Foot Sailing Dinghy

(Continued from page 92)

Frames in bow and stern to be bevelled, or twisted in bending, to fit inside of planking. To be spaced 8 inches center to center, so that two frames are fitted between each pair of moulds and a frame at each mould location, after the moulds are removed.

Floors: Floor frames to be oak $\frac{3}{4}$ inches thick and $1\frac{1}{2}$ inches deep at center. To be notched down over keel batten and fitted to inside of planking. To be straight on top and carried out each side to the point where they are flush with top of frames. A floor is fitted along side of every frame, riveted to keel and screw fastened to planking.

Center Board Trunk: Head ledges to be oak $\frac{3}{4}$ inches thick morticed through keel, set in white lead, and made water tight. Trunk sides to be white oak 1 inch thick, on lower edge, and tapered to $\frac{3}{4}$ inches at upper edge. To be set on top of keel batten and fastened with 4-inch long brass screws through keel; fastened to head ledges with through rivets. Neat mahogany cap on top of trunk.

Centerboard: To be bronze or steel plate $\frac{1}{8}$ inches thick and shaped as shown on plans. Upper edge to have oak cleats bolted on either side to rest on top of trunk when board is in position.

Floor Boards: To be of white cedar $\frac{1}{2}$ inch thick laid on top of floor frames, and fastened with brass screws.

Thwarts: To be of white pine, or mahogany, $\frac{3}{4}$ inches thick and 16 inches wide located as per plans. To be supported at sides by oak rising $\frac{3}{4}$ by $1\frac{1}{2}$ inches screwed to frame at proper height. Horse shoe seat in stern as shown. Thwarts to be fitted with light hackmatack knees faced with brass, as shown on plan. Mahogany backboard fitted in stern sheets.

Rudder: To be $\frac{3}{4}$ inch mahogany with blade tapered to $\frac{3}{4}$ inches thick. To be hung to stern with brass rudder braces with strap, let in flush on rudder and screw eyes in stern. Oak tiller fitted over head of rudder.

Sheer Moulding: Mahogany half-round moulding to be fastened to upper edge of sheer strake, $\frac{3}{4}$ inches wide and $\frac{1}{2}$ inches thick.

Mast Step: Hole for 3-inch diameter mast to be cut in forward seat which shall be reinforced with $\frac{3}{4}$ inch oak on underside at mast hole. Step for heel of mast to be securely bolted to top of stem.

Spars: To be of clear spruce, solid, as per sizes given on sail plan. Mast to have a sheave in head for halyard and a cleat just below goose neck for making halyard fast. Boom to be fitted with a metal goose neck or with wood jaws as desired. Gaff to have oak jaws, curved as shown on sail plan; jaws covered with raw hide to prevent chafing. Brass strap with eye to be fastened to gaff for halyard. (Halyard may be made fast around gaff, if desired, instead of to brass eye plate.)

Sail: To be made according to dimensions given on plan of Zephyr cloth. To be cross cut and roped on foot, hoist and head with Russian hemp bolt rope. Sail to be laced to spars.

Hardware: Two pairs of row lock sockets to be fitted to gunwale. Hoisting rings fitted at bow and stern.

Oars: Two pair of 7-foot spruce oars fitted with leathers at row locks and coppered at end of blade. Finished with three coats of spar varnish.

Painting: Outside of hull to be carefully planed and sand papered until perfectly smooth and fair and given a priming coat of white lead paint. Underbody to have three coats of green anti-fouling marine paint and top sides to have three coats of yacht white, sheer strake and moulding to be given three coats of best spar varnish. Inside of hull to be painted three coats of color as desired.

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An office with a complete organization and equipment which is competent to give efficient service in many branches of advisory work, has been opened by Victor W. Klierath at 120 Broadway, New York. His organization plans to be of service in connection with problems involving the design, patents, production, sales, and service, in any branch of the automotive industry. The service will even include the financing of meritorious propositions if necessary.

Some Useful Charts

Some publications which have been written and prepared by Frank B. H. Krause of 457 State St., Brooklyn, N. Y., might be of particular benefit to yachtsmen and motorboatmen in their travels. The most interesting ones of the series are possibly the new pilot guide for New York Harbor, as well as the pilot chart for New York Harbor. Another interesting chart is the one covering Long Island Sound, which gives many useful courses and directions up and down this body of water.

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Lap No. 1	4:11.93	4:09.95	4:33.06	4:40.48	4:54.20	3:39.14	5:16.34	4:32.93	4:27.61	5:24.23	5:28.00	5:23.51	8:13.69
Lap No. 2	4:04.53	4:03.85	4:31.59	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 3	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 4	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 5	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 6	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 7	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 8	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 9	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 10	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 11	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 12	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 13	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 14	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 15	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 16	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 17	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 18	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 19	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 20	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 21	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 22	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 23	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 24	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 25	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 26	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 27	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 28	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 29	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 30	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 31	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 32	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 33	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 34	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 35	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 36	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 37	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 38	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 39	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 40	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 41	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 42	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 43	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 44	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 45	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 46	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 47	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 48	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 49	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69
Lap No. 50	4:01.80	4:03.83	4:33.45	4:40.38	4:56.07	3:44.23	4:40.77	4:11.72	4:22.93	5:10.94	5:38.78	5:23.51	8:13.69

Total Elapsed Time..... 3:05:43.32 3:23:23.11 44.2
Average m.p.h. for entire course..... 45.45 30.07 37.8 358.03.66 4:59.34 3:39:24.34 4:14:07.15
Position at finish..... 2 1 6 5 8 4 7
*The fastest lap made by Teddy, driven by George Wood, was the thirty-sixth, made at the rate of 55.1 m.p.h.
Lap times recorded above are given in minutes, seconds and hundredths of a second.
No. 34, Bruin, driven by Phil Wood, hit driftwood in the first lap and was forced to withdraw.
No. 7, Janet Virginia, Walter Plummer Jr., broke oil pump and withdrew after first lap.

Observations by an
Experienced Engineer
on the Performance
of the Model B
"THOROBRED" Motor.

ROBERT H. COMBS
Station E
Toronto, Aug. 9, 1923.

Red Wing Motor Co.
Red Wing, Minn.

Attention Mr. J. R. Trautner.
Gentlemen:

I feel that you will be interested in hearing from me in regard to the performance of the 32-40 H. P. Red Wing motor which you furnished me through Ditchburn Boats Ltd. last winter.

The boat was launched on May 7th and has been in constant service on weekends and for the past three weeks in daily service in the Muskoka Lakes and through the Kawartha Lakes, Trent Valley Canal and Rice Lake, and I do not know what more I can say except to state that I got just what I thought I was going to get when I told Mr. Ditchburn to install a Red Wing motor, as it is all the name implies.

My boat, the "Redbird" is 26 feet long with a beam of 6 ft. I am turning a three blade Columbian wheel of 16" diameter by 22 pitch at 1400 R.P.M., and in deep water the boat runs between 21 and 22 actual miles per hour. On my recent vacation I have run the engine at 1400 R.P.M. for 40 minutes straight run and throttled it down to 225 R.P.M. without any change whatever in the carburetor and trolled for muscalonge and wall-eyed pike successfully with 25 yards of line, meaning that the boat has throttled down not to exceed 2 3/4 to 3 miles per hour. From what I am able to judge without actual test instruments, the power curve of the machine certainly rises with the R.P.M. at a 45 degree angle.

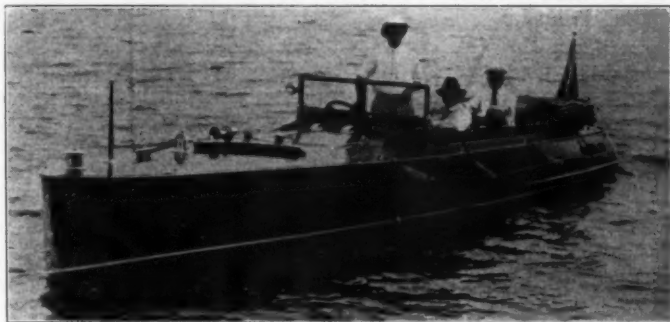
All the equipment and accessories attached to the engine have given perfect satisfaction, and I have not found it necessary to make any adjustments on the engine or any of these parts with the exception of taking up a little on the back-up band of the reverse gear. I am able to operate the motor continuously at high speed over long periods or at low speed and maintain cooling water temperature at 160 to 170 degrees, and to date, even after several hours of operation, the oil in the base has not risen above 120 degrees Fahrenheit. Under ordinary operation the oil averages between 90 and 100 degrees.

The rotary pump and lubricating system maintain an oil pressure of 8 to 10 pounds with oil temperature at or below 90; 6 lbs. at about 95 to 100, and 3 to 4 lbs. between 100 and 120 degrees Fahrenheit.

I wish to take this opportunity of thanking you for your personal interest in my engine, and with best wishes for your continued success, I am,

Yours very truly,
(Signed) R. H. Combs.

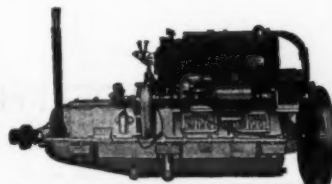
Red Wing Thoroughbred
THE MOTOR WITH POWER TO SPARE.



Mr. Combs' 26 foot runabout "Redbird." Speed over 21 miles per hour with 32-40 h.p. Model B Red Wing "THOROBRED."

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DON'T FIGHT A POOR ONE

Install a
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New models F 28-36 H.P. and B 32-40 H.P. Red Wing "THOROBREDS"

Haven't you often wished for a motor in your boat that was both speedy and reliable; quiet running, yet peppy; efficient, long lived and economical to operate? All of these traits apply to the Red Wing "THOROBRED," and you, too, can have all of these features, for the price of a Red Wing is within the reach of all.

We wish that every boat owner could visit our plant, and see "THOROBRED" motors throughout their construction. Then they would realize why these engines perform so faithfully through years of day in and day out service. Correct design and quality building is the answer.

For sheer dependability and endurance, the "THOROBRED" will astonish you; and its many refinements of design and accessories will make the driving of your boat replete with a pleasure you had not expected.

We would like to tell you more about this wonderful motor. Give us an idea of the size engine you want, or the speed you desire to get out of your boat, and we will give you some mighty interesting facts about the proper sized "THOROBRED" to meet your requirements.

Write us today. Ask for our new 1924 Catalog which is now ready.

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MEDIUM HEAVY AND HIGH SPEED TYPES

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Western Distributors:

Pacific Net & Twine Co., 1213 Western Ave., Seattle, Wash.; Emil Aarup, 5110 S. Main St., Los Angeles, Cal.

Canadian Distributors:

Ditchburn Boats, Ltd., Gravenhurst, Muskoka, Ont.; Semmelhaack-Dickson Co., 333 St. James St., Montreal, Que.

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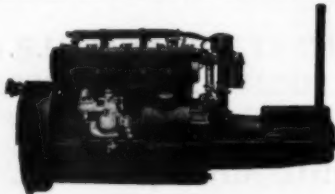
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Price of complete power plant, including motor, ignition outfit, built-in reverse gear, polished bronze salt water propeller outfit, and starting and lighting outfit (including ammeter, starting switch, and storage battery), \$485.00.

Write for Catalog and further information.

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Price of motor
complete,
including
ignition outfit

\$250

The World's Greatest Motor Boat Race

(Continued from page 16)

lieved. It placed a big burden upon those who attempted to raise the money, as over \$30,000 was required. It was thought that the entire motor boat industry would co-operate with the Detroiters in a race of such importance, but aside from MoToR BoatinG's donation of \$500, there was little support outside of Detroit. Carl G. Fisher of New York, gave \$1,000, as did Webb Jay of Chicago. It was Commodore A. A. Schantz of the Detroit Yacht Club and his Gold Cup Committee, which really made the race meet possible financially.

Most of the contestants mentioned that they believed that large cash prizes are not necessary to create the desired interest in motor boat racing. When one considers that the Gar Wood team won prizes aggregating \$13,800 and the Packard team including Colonel Vincent's and Commodore Greening's boats won \$10,000, and also that the only outsiders to get in for a share of the cash were Lee McCarthy, winner of the seventh prize of \$700 and Commodore Hall of Buffalo, the eighth prize of \$500, everyone will agree that there are some doubts about the advisability of offering so much cash.

Taken as a whole, the entries were a disappointment. True, it is that twenty-four craft entered, which is by far the largest number ever entered in any speed event, but there was a great sameness in the names of the competitors compared with the entries in events of previous years. The same Gar Wood, Colonel Vincent, Webb Jay, Horace Dodge, Edsel Ford, Commodore Ericson, George Hall, Ralph Sidway, Ed Grimm, John Stroh, who have been racing for the past several years in all major racing events, were entered in these Sweepstakes. But there were no new names as was hoped and anticipated. Obviously, something which has not yet been suggested or attempted is necessary to impress upon the thousands of American sportsmen the pleasures which they are missing by not participating in this great sport of motor boat racing. (Read the constructive suggestions in Mr. Bragg's article on page 43 of this issue.)

The competition over the whole of the 150 miles, or any part of it, was not particularly keen. Teddy, Gar Wood's winner, was several miles an hour faster than any of the other boats in the race, and took the lead immediately at the start. However, she was overhauled on the second lap by Packard Chisrcraft II, owned and driven by Colonel J. G. Vincent of Detroit. Colonel Vincent kept his craft in the lead until the fifth lap, at which point Teddy regained first place and was never really pushed from that point on. Packard Chisrcraft II and Packard Chisrcraft III, which was driven by Caleb Bragg of New York City, were also in a class by themselves, being considerably faster than the next group of boats trailing them. Packard Chisrcraft II kept quite a distance ahead of her team mate, Packard Chisrcraft III, which was running consistently in third place, using only sufficient speed to remain a reasonable margin ahead of the fourth boat.

Teddy's speed in the qualification trials was just over 56 miles an hour.

Janet Virginia II, piloted by her owner, Walter Plummer, Jr., of Maywood, Illinois, was the first boat to leave the race, and was eliminated after the first lap on account of trouble with her oil pump.

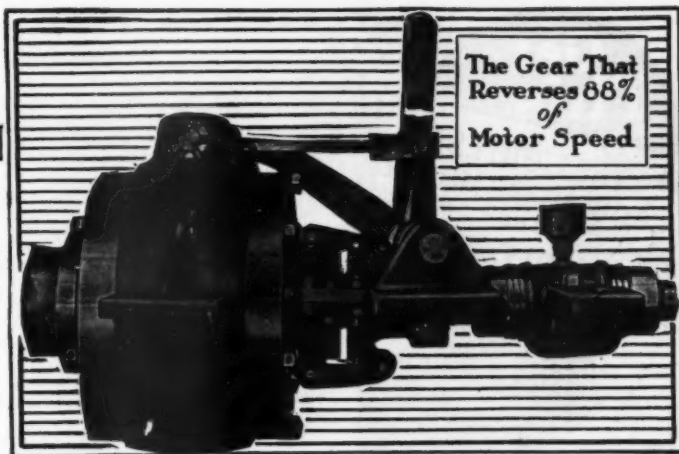
After fifteen miles, the boats were well strung out completely around the three mile course, and the faster ones were beginning to lap the tail enders. At this point, Teddy was well in the lead, followed by Packard Chisrcraft II, Miss Packard, Adieu III, Packard Chisrcraft III, Greyhound, Jr., Curtiss Nick Nack, Curtiss Baby Gar, Snapshot II, Rainbow III, Baby Gar II, Baby June, and Bearcat VI, in the order named.

At the thirty-mile mark, the positions had changed slightly as Adieu III had dropped out of the race on the ninth lap with a broken gear. Caleb Bragg in his Packard Chisrcraft III, moved up to fourth place, and Commodore Ericson, driving a pretty race in Curtiss Nick Nack which had only been launched a few hours previous to the start of the big race, was fifth. Then came Greyhound, Jr., Curtiss Baby Gar, Rainbow III, Snapshot II, Baby Gar II, Bearcat III and Baby June.

At the forty-five-mile point, or fifteen times around the course, the position of the four leaders had not changed materially. At this point, Greyhound, Jr., owned by Edsel Ford, but handled by Paul Strasburg of Detroit, was fifth, Curtiss Baby Gar sixth, Rainbow III seventh, Snapshot II eighth, Baby Gar II ninth, Bearcat VI tenth, and Baby June last. The seventeenth lap marked the fifty-one-mile point for which a prize of \$200 in cash was offered to the leader, this being won by George Wood in Teddy.

Sixty miles from the start, with still ninety to go, found another boat out. Miss Packard had been running most of the time in third place, with Joe Boyer in command, but about this time came to grief due to one of his ignition coils burning

(Continued on page 100)



Evansville Gas Engine Works

"Put It Up to Old Man Joe"

Here is what they say in a recent letter:

Replying to yours of the 19th, will state that we have been using your gear for a number of years, and about 99% of the gears we used were of your make. As new makes of gears come out we try them, but always fall back on the old reliable Joe's. They are easy to install and they do the work.

Yours respectfully,
Evansville Gas Engine Works.

This letter is one of a series from leading engine builders who use Joes Gears as standard equipment. Watch for another next month.

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New Brunswick, P. E. I.—T. McAvity & Son, St. John, N. B.
England—J. King & Co., 19 Church Row, Limehouse, E. London.
Turkey—Flat-Fillale di Constantinople Galata, Palazzo Karakeuy, No. 13-15.
Argentina, S. A.—J. Banham & Sons, Buenos Aires.
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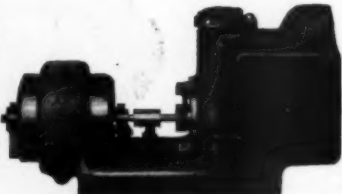
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MULLINS BODY CORPORATION
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The Worlds Greatest Motor Boat Race

(Continued from page 98)

out. Before repairs could be made, enough water had entered the boat to thoroughly soak the storage battery, which made the crew believe that it was out of business. However, it is reported that after the boat had been towed off the course, the storage battery was found to be in workable shape and that a minor wiring defect had occurred, which had not been discovered by the crew until they had withdrawn from the course. Miss Packard was one of the hardest boats in the race to drive and great skill was shown by Mr. Boyer in this respect.

At seventy-five miles, the half-way point, Colonel Vincent and Caleb Bragg, were still chasing Teddy, which, up to this point, had shown no signs of faltering and was running at a speed of better than fifty miles an hour, lap after lap, regularly. Curtiss Baby Gar, driven by Lou Wood, was fourth at the half-way mark, being pushed quite hard by Commodore Greening in his little ship Rainbow III. Baby Gar II had moved up to sixth place, Bearcat VI was running seventh, Baby June eighth, and Paul Strasburg in Greyhound, Jr., had been forced to last place.

Curtiss Nick, Nack burned the clutch and withdrew.

The prize to the leader at ninety-nine miles, was \$400, and Teddy, with George Wood at the wheel and O. Johnson acting as mechanic—but with little to do but enjoy the sport of leading the field—arrived at the ninety-nine point mark first. At the thirty-fifth lap, or 105 miles, the positions were still the same, and at 120 miles another boat had withdrawn, this time Greyhound, Jr., having developed engine trouble on the thirty-seventh lap. At this point, there were only eight craft left in the race, and they maintained the same positions for the rest of the distance to the finish line. The thirty-sixth lap was the fastest in the race, Teddy covering the three miles in 3 minutes, 16.16 seconds, which is at the rate of 55.1 m.p.h., and thereby winning the prize of \$200 for the fastest lap.

At the forty-ninth lap, Teddy came in to the pits to replace hatches which had blown off, but repairs were quickly effected, so that she was in no danger of being caught by Packard Chisecraft II, which was now miles astern. Teddy crossed the finish line at an average speed of 50.07 m.p.h., having taken 2 hours, 59 minutes, 55 seconds to go the 150 miles.

Colonel Vincent's Packard Chisecraft II finished the race in second position having maintained an average speed of 48½ m.p.h. for the distance. Caleb Bragg's Packard Chisecraft III averaged 44.2 m.p.h.

Fourth place was won by Commodore Greening's Rainbow III, which, earlier in the week, had just failed to win the Gold Cup on account of an accident to her rudder. Rainbow III was only entered in the Sweepstakes as a prospective also-ran but proved to be a very live contender. Although powered with a motor of only one-half the allowable horse power, she was able to win a very creditable fourth place, and the prize of \$2,000 going therewith.

Curtiss Baby Gar, another Gold Cup boat, with a motor less than one-half the allowable size, was a good fifth, followed by Baby Gar II. The seventh boat to finish was Bearcat VI. An eighth and last place was taken by Baby June, owned by Commodore George C. Hall of Buffalo. Baby June was also a Gold Cup boat and powered with a Peerless motor of only about 600 cubic inches. The ninth prize of \$300 and the tenth prize of \$200 were not awarded, as only eight craft finished.

Bearcat VI was the only stock runabout in the race, being the product of the Belle Isle Boat and Engine Company, of Detroit. She was powered with a 200 h.p., 6-cylinder, Hall-Scott stock marine engine, and was pitted against fourteen other starters, most of which were powered with 400 or more horse power. Belle Isle Bear Cat is owned by Jerry McCarthy, of Detroit, and she came in only once to her pits, and then to replenish her gasoline supply. This shows up well for Bearcats and the Hall-Scott power plant, and proves that to be a factor in 150-mile race, it is not always necessary to go to the expense of building a special hull and power plant.

A complete summary by laps will be found on page 98.

A. P. B. A. Meeting Called

A notification has been sent to all members of the American Power-Boat Association calling their attention to the annual meeting which has been set for October 25, 1923. This meeting will take place at the Waldorf Astoria Hotel, New York, at 2:30 o'clock in the afternoon, and it is the duty of all member clubs to take an active interest in this meeting. Representatives proportionate to their membership should be designated to attend this meeting as provided in the articles of association.

In addition the Yachtsmen's Association of America will hold its annual meeting at 10:30 in the morning of the same day, also at the Waldorf Astoria, New York. Matters of considerable importance will come up for attention at both of these meetings, and they will be of interest to all yachtsmen.

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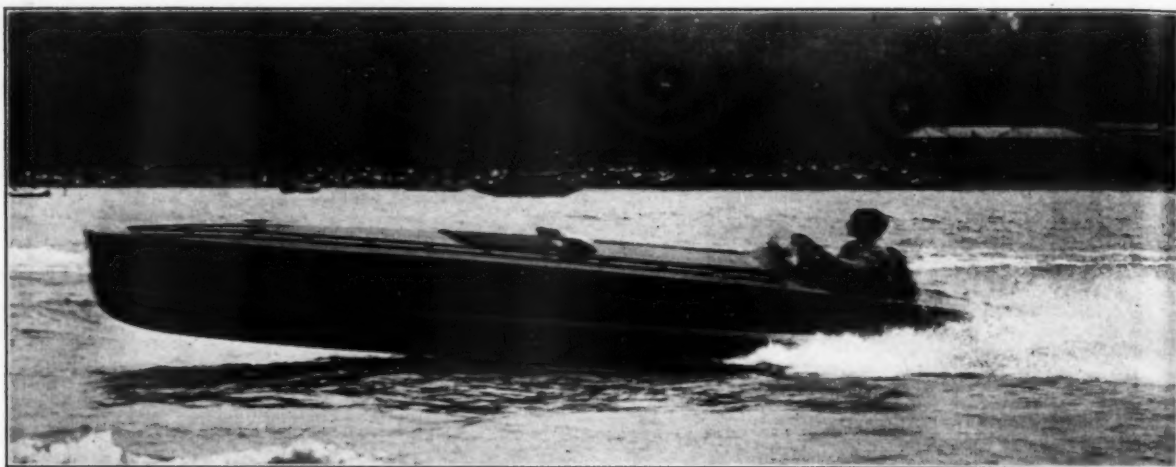
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Rainbow III, owned by Commodore H. B. Greening of Hamilton, Ont. Powered with a Packard Marine Engine, Gold Cup Model. Average speed 42.38 miles per hour for 90 miles.

PACKARD

Packard Powered Craft Make Clean Sweep of A P B A Gold Cup and 150-Mile International Sweepstakes Races

Packard Stock Marine Engine win two firsts, four seconds, one third and one fourth place,—all motor performances being 100% perfect.

In the 90-mile Gold Cup Race Rainbow III and Packard Chriscraft, both powered with Packard stock marine engines (Gold Cup Model) tied for first place on points. Rainbow III won first place in the first two heats and Chriscraft took three seconds. Each boat was powered with one stock Gold Cup Model Packard Marine Engine.

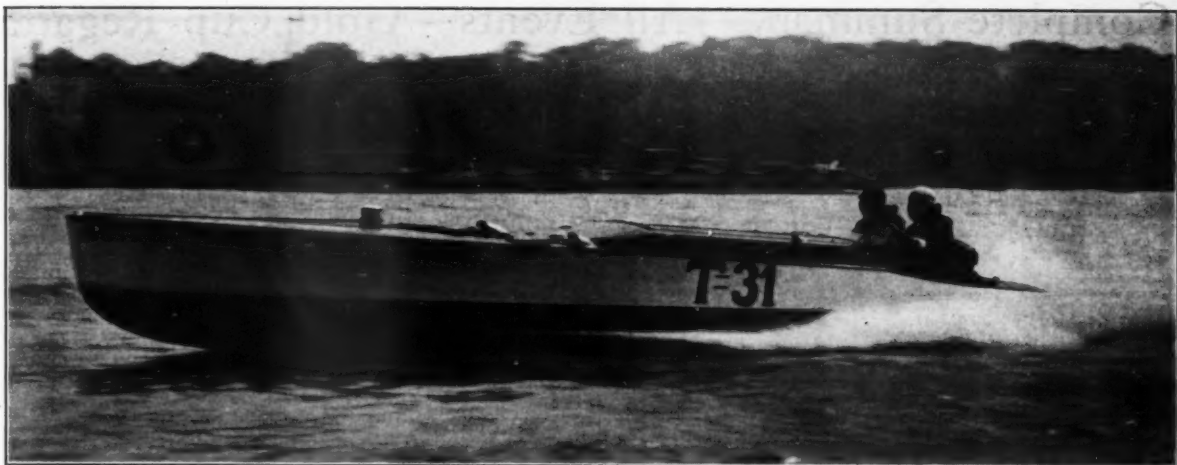
The engines ran through the three 30-mile heats without adjustments or replacements of any kind. Both Rainbow III and Chriscraft are sensible gentlemen's runabouts in every sense, embodying elegance of design and construction, comfort, safety and speed.

Throughout the 90 miles of racing each boat averaged about 45 miles an hour. Both craft were more than 10 miles an hour faster than some of the other boats of the same size, weight and piston displacement.

ASK THE MAN WHO OWNS ONE

Packard Chriscraft, owned by Col. J. G. Vincent of Detroit. Powered with a Packard Marine Engine, Gold Cup Model. Average speed 44.21 miles per hour for 90 miles. (This boat also won the Gold Cup Races of 1922.)





Packard Chriscraft II, owned by Col. J. G. Vincent. Powered with a Packard Marine Engine, Sweepstakes Model. Average speed 48.45 miles per hour for 150 miles.

PACKARD

In the 150-mile Sweepstakes Races, Packard powered craft took second, third and fourth places in a field of twenty-four entries, winning prizes aggregating \$10,000. Packard Chriscraft II and Packard Chriscraft III, winners of second and third prizes, made the entire 150 mile run without a motor stop or without leaving the race course. Rainbow III, winner of fourth place, defeating twenty other entries, had less than one-half the piston displacement of most of the other contestants and ran the total distance of 150 miles without stops except to replenish her gasoline supply.

Packard Chriscraft II and Packard Chriscraft III both complied with every particular of the rules and were seaworthy, dry, and easily and safely handled by the amateur helmsmen required by the regulations. They were only beaten by one boat which was smaller, much lighter in construction and powered with a specially built motor of larger piston displacement. The difference of time at the end of the 150 miles was only about 5 minutes.

Chriscraft II and III are more than 26 feet in length, 7 feet beam and are each powered with one Packard stock marine engine. The average race speed for the 150 miles was nearly 50 miles an hour with a maximum speed of several miles an hour faster.

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Packard Chriscraft III, owned by Col. J. G. Vincent of Detroit. Powered with a Packard Marine Engine, Sweepstakes Model. Average speed 44.2 miles per hour for 150 miles.



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Complete Summary—All Events—Gold Cup Regatta

For complete story of the Gold Cup Race see pages 22, 23, 106 and 108

A. P. B. A. Gold Cup Race

Displacement Boats, 625 Cubic Inch Motors

Three Heats of Thirty Miles Each—Total Distance, Ninety Miles—August 30, 31, and September 1, 1923

Boat	Owner	Club	Driver	FIRST HEAT		SECOND HEAT		THIRD HEAT	
				Elapsed Time	M.P.H.	Elapsed Time	M.P.H.	Elapsed Time	M.P.H.
Rainbow III	H. B. Greening	Royal Hamilton	H. B. Greening	39:58.48	45.0	40:16.34	44.75	49:29.13	37.4
Packard Chiscraft	J. G. Vincent	Detroit	Caleb Bragg	40:35.43	44.4	40:59.83	43.95	40:40.06	44.3
Curtiss Baby Gar Jr.	Gar Wood	Detroit	George Wood	41:34.50	43.3	41:01.03	43.8	40:39.31	44.3
Lady Shores	H. C. Rose	Miss Detroit P. B. A.	H. C. Rose	43:00.03	41.8	42:24.47	42.4	42:23.99	42.5
Goldfish	E. B. Ford	Detroit	P. Strassburg	46:15.35	38.9	45:53.75	39.2	Did Not Start	
Baby Packard	J. G. Vincent	Detroit	J. G. Vincent	Capsize	....	41:12.17	43.7	Did Not Start	
Miss Mary	E. L. Grimm	Buffalo	E. L. Grimm	Did Not Start		Did Not Start		Did Not Start	
Baby June	G. C. Hall	Buffalo	F. G. Ericson	Did Not Finish		Did Not Finish		Did Not Finish	

At the end of three heats the point score for the leaders, Rainbow III and Packard Chiscraft, was tied with 21 points each. The decision was based on the fastest total elapsed time for each boat. Packard Chiscraft wins in 2 hours, 2 minutes, 15.32 seconds. Rainbow III second in 2 hours, 9 minutes, 43.95 seconds.

Sallan Trophy Race for Cruisers

Three Heats of Twenty-five Miles Each—Total Distance, Seventy Miles

August 31, September 1 and 2, 1923

Boat	Owner	Club	FIRST HEAT			SECOND HEAT			THIRD HEAT			Total Points	Position
			Elapsed Time	M.P.H.	Points	Elapsed Time	M.P.H.	Points	Elapsed Time	M.P.H.	Points		
Valkyrie	C. C. Owens	Detroit	3:05:31.17	9.31	20	3:04:36.25	8.39	16	3:01:56.67	9.5	21	57	7
Ebo	H. A. Eberts	Detroit	2:58:44.77	9.67	21	2:58:08.58	8.7	14	2:55:27.37	9.85	22	57	6
Hyac	Aaron DeRoy	Detroit	2:47:42.37	10.3	24	2:47:33.20	9.23	25	2:44:48.16	10.5	20	69	2
Namid	J. B. Farr	Detroit	2:44:01.40	10.3	22	2:38:04.18	9.78	22	2:39:47.40	10.8	15	59	3
Harl	John Sale	Walkerville	2:47:25.89	10.35	16	2:46:30.0	9.3	17	Did Not Finish	....	..	33	..
Tillamook	G. Jerome	Detroit	2:49:49.68	10.2	19	2:47:59.87	9.22	19	2:45:45.58	10.4	18	56	..
Murona	O. Brandon	Detroit	2:32:58.98	11.3	23	2:31:43.75	10.2	18	2:32:03.06	10.4	16	57	..
Ocece	W. H. Hancock	Charlotte	2:44:33.70	10.3	15	2:38:06.14	9.78	23	2:42:56.88	10.6	14	52	9
Allie E.	F. J. Clippert	Detroit	3:00:17.33	9.58	12	2:57:52.47	8.31	20	2:55:30.10	9.84	19	51	11
Silver Heels II	A. A. Schantz	Detroit	2:39:14.34	10.8	14	2:38:44.62	9.75	15	2:35:49.56	11.1	23	52	10
Bentie	R. Henkel	Detroit	2:34:26.33	10.3	17	2:34:43.46	9.78	12	Did Not Start	....	..	29	..
White Wood	A. R. Hackett	Detroit	2:13:31.78	12.9	25	2:06:57.57	12.2	24	1:59:18.02	14.5	25	74	1
Idylle	F. Haines	Detroit	2:24:57.48	11.9	13	2:21:14.07	11.0	21	2:14:44.52	12.8	24	58	4
Francis A V	R. I. McLeod	Algonac	2:01:49.90	14.2	18	2:02:25.80	12.6	13	2:02:29.63	14.1	17	48	12

Siebert Trophy Race—Runabouts, Speed Over Thirty Miles

Distance Fifteen Miles—August 30, 1923

Boat	Owner	Driver	Elapsed Time	M.P.H.	Place
Woodfish	E. B. Ford	P. Strassburg	19:53.62	45.2	1
Baby Gar II	Gar Wood	C. F. Chapman	20:15.68	44.3	2
Marguerite K	W. N. Kemp	W. N. Kemp	22:14.97	40.45	3

DeRoy Trophy Race

Handicap Free-For-All Runabouts, Speed Over Thirty Miles

Distance Fifteen Miles—August 31, 1923

Boat	Owner	Club	Elapsed Time	M.P.H.	Place
Lady Shores	H. C. Rose	Miss Detroit P. B. A.	21:07.84	42.6	1
Bear Cat	Dick Locke	Detroit	30:51.52	29.2	5
Trident	R. Henkel	Detroit	34:17.82	26.2	4
Trudie	J. J. Trudell	Detroit	31:29.48	28.6	6
Bear Cat III	E. M. Gregory	Detroit	29:29.38	30.5	3
Bear Cat V	L. H. Thomson	Detroit	31:53.57	28.2	2

Patrol Committee Trophy Race

Distance Fifteen Miles—September 1, 1923

Boat	Owner	Elapsed Time	M.P.H.	Place
Santa Barbara	R. Young	17:29.93	30.9	2
Trident	R. Henkel	22:23.48	24.1	3
Commanche	J. McCarthy	16:00.91	33.7	4
Trudie	J. J. Trudell	19:35.41	27.6	6
All Star	W. E. Sanborn	20:25.86	26.4	1
Roamer	E. S. Morgan	17:13.47	31.3	6
Gracious	E. Stair, Jr.	19:13.34	28.1	5
Bear Cat III	E. M. Gregory	17:54.33	30.1	7

Chance Race—All Classes

Distance Nine Miles—September 2, 1923

Boat	Owner	Drawn Position
Whitewood	A. R. Hackett	1
Roamer	Stanley Morgan	2
Past Due	F. Haines	3
Bo-Peep	I. M. Kinlin	4
Bear Cat III	E. M. Gregory	5

Thirty-nine boats competed in this Chance Race.

Technical Data—All Contestants—Detroit Regatta

Boat	Owner	Number	Hull	Engine	No. of Cylinders	Bore	Stroke	Displacement	L.W.L.	B.W.L.
Miss Mary	E. L. Grimm	G-2	Hacker	Peerless	6	5	5.25	618.5	25.5	5.21
Adieu III	Webb Jay	T-5	Smith	Packard	12	5	5.25	1237.0	25.66	5.83
Janet Virginia	W. Plummer, Jr.	T-7	Hacker	Packard	12	4.75	5.25	1234.0	25.58	5.33
Miss Packard	J. G. Vincent	T-30	Hacker	Packard	12	5	5.25	1237.0	25.83	5.83
Packard Chiscraft II	J. G. Vincent	T-31	Smith	Packard	12	5	5.25	1237.0	25.83	5.83
Packard Chiscraft III	J. G. Vincent	T-32	Smith	Packard	12	5	5.25	1237.0	25.83	5.83
Snapshot II	J. W. Strahl	T-33	Hacker	Capitol Liberty	12	4.25	7	1139.2	34.0	6.83
Bruin	Gar Wood	T-34	Wood	Wood Liberty	12	5	5.725	1348.92	25.5	5.02
Teddy	Gar Wood	T-35	Wood	Wood Liberty	12	5	5.725	1348.92	25.5	5.04
Baby Gar II	Gar Wood	W-37	Wood	Wood Liberty	12	5	5.725	1348.92	33.0	6.5
Musketeer I	H. E. Dodge	T-40	Dodge	Capitol Liberty	12	4.5	7	1339.2	26.66	6.25
Musketeer II	H. E. Dodge	T-41	Crowley	Capitol Liberty	12	4.5	7	1339.2	25.5	6.83
Curtiss Baby Gar	Gar Wood	G-47	Wood	Curtiss	6	5	5.25	572.5	33.0	6.5
Baby June	G. C. Hall	G-50	Hacker	Peerless	6	5	5.25	618.5	27.5	5.17
Rainbow III	H. B. Greening	G-70	Hacker-Ditchburn	Packard	6	5	5.25	618.5	25.5	5.21
Bear Cat VI	J. McCarthy	T-42	Belle Isle	Hall-Scott	6	5	7	1154.5	25.25	5.17
Greyhound Jr.	E. B. Ford	T-43	Hacker	Ford Liberty	12	5	5.688	1340.08	32.21	6.17
Knick Knack	F. G. Ericson	T-52	Hacker	Curtiss	12

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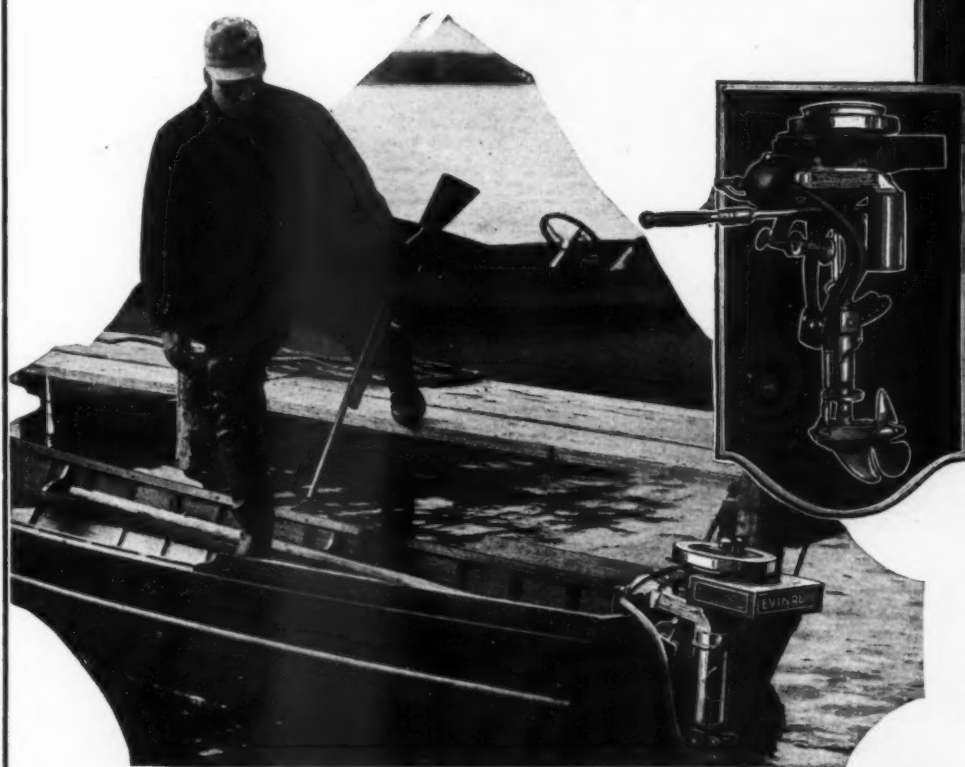
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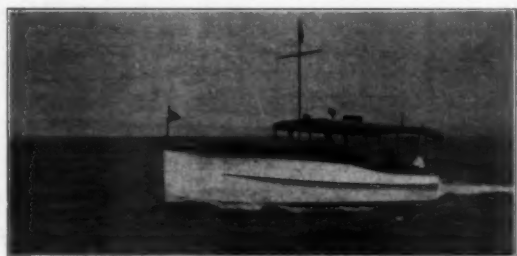
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Chriscraft and Rainbow Tie for Gold Cup

(Continued from page 23)

Rainbow's construction failed, and she went down for the count. It was only a cotter pin that broke—the pin which secures the rudder proper to its fastenings. Up to the moment it failed its function was considered only of the most insignificant importance, but its super-magnitude at the critical instant cannot be over described. So careful and painstaking is Rainbow's owner that without doubt, every last detail of her construction and engine installation had been inspected a hundred times previous to the races and this same cotter pin removed a hundred or more times, but each time the same pin had been replaced with not so much as a thought as to its strength or importance.

The above in a nutshell describes this year's Gold Cup Races. It was all Rainbow and it was through no real major fault that she did not win. Power plant, hull and accessories stood up to perfection with the one exception, but it's the exceptions which always count in the final analysis.

But with all Rainbow's superiority, the runner up should not be forgotten or her importance minimized. Packard Chriscraft, owned by Colonel J. G. Vincent, but with Caleb Bragg at the wheel and Bernard Smith at the throttles, drove a race according to a pre-arranged program which was so consistent and such a logical one as later developments proved, that they became the winners. They saved the Gold Cup for the Detroit Yacht Club, although it came near leaving its home than has happened during the past six years that this Club has held the trophy.

Packard Chriscraft finished a good second in each of the three heats, being just behind Rainbow in the second, and trailing Curtiss Baby Gar at the finish of the third 30-mile dash. The rules of the race provide that a boat shall receive one point for finishing and one additional point for each boat which she defeats in each heat. This arrangement of scoring gave Packard Chriscraft a total of twenty-one points at the conclusion of the third day's races. Rainbow III, being first in each of the first two heats, collected eight points in each heat or a total of sixteen before the start of the third day's event. However, Rainbow's delay of about eight minutes in an effort to repair the damaged rudder caused her to finish the third day in fourth place for which she was credited five points or a total of twenty-one points, the same as Packard Chriscraft for the three days. The rules of the American Power Boat Association under which the races were held, provide that in the case of a tie, the trophy shall be awarded to that one of the tied boats which has covered the course in the best total elapsed time for the three heats. Rainbow's time for the entire race was 2 hours, 9 minutes, 43.95 seconds, against Packard Chriscraft's time of 2 hours, 2 minutes, 15.32 seconds for the ninety miles, thus giving the trophy to Colonel Vincent's boat, representing the Detroit Yacht Club, by 7 minutes, 28.63 seconds.

The times for the three heats of the two boats were as follows: Packard Chriscraft, 40 minutes 35.43 seconds; 40 minutes 59.83 seconds; 40 minutes, 40.06 seconds; Rainbow III, 39 minutes 58.48 seconds; 40 minutes 16.34 seconds; 49 minutes 29.13 seconds.

Other entries in the Gold Cup race included Curtiss Baby Gar, owned by Commodore Gar Wood. This is the same craft which Commodore Wood raced in last year's event with the exception of the power plant which this year consists of a 6-cylinder Curtiss motor. Lady Shores, a new Hacker built craft, was entered by Howard C. Rose; Goldfish, also designed and built by Hacker, by Edsel B. Ford; Baby Packard, still another Hacker craft was entered and driven by Colonel J. G. Vincent; Baby June was entered and driven by Commodore George C. Hall of Buffalo, and Miss Mary by Edward L. Grimm, also of Buffalo. Both Baby June and Miss Mary were powered with 6-cylinder Peerless motors; Baby Packard, Rainbow III and Packard Chriscraft had Packard marine Gold Cup Model motors as their power plants.

The condition of the water at Detroit was never more suited for motorboat racing than during the three days on which the Gold Cup races were held. There was practically no wind or sea, and the only waves were those caused by the competing boats.

The race this year as in 1922, was open only to displacement craft of more than twenty-five feet in length and powered with motors not over 625 cubic inches. The rules also provided that the hulls should have a beam of not less than five feet at their widest section, be fitted with at least two transverse bulkheads, with motor compartment entirely closed in, and have seating accommodations for at least four persons.

The first heat was held on Thursday August 30th, and provided a thrill at the very start. Baby Packard, at that moment

(Continued on page 108)

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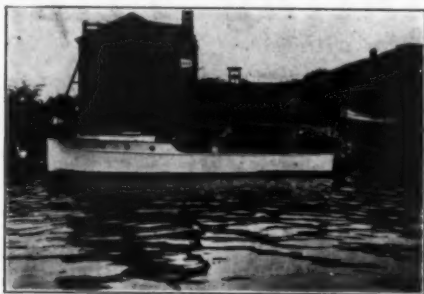
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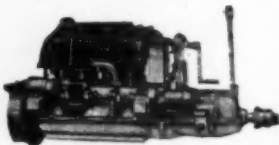
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Chriscraft and Rainbow Tie for Gold Cup

(Continued from page 106)

was the favorite to retain the trophy for Detroit, but within ten seconds from the firing of the starting gun, these hopes were blasted forever. With Colonel Vincent, Vice President of the Packard Motor Car Company at the wheel, and L. M. Woolson acting as mechanic, Baby Packard was caught by the wake of the other boats and in quicker time than it takes to tell, had capsized, throwing out her driver and mechanic. No fault or blame can be attached to Baby Packard's crew as the result was inevitable considering the positions of the boats and the sea caused by them in the rush to be first across the starting line. Baby Packard floated bottom up and was towed off the course before the other competitors had made one lap. Colonel Vincent and Captain Woolson were uninjured and immediately announced that their craft would be prepared and made ready to start in the next day's event. The bulkheads with which the boat was fitted kept her afloat, and at no time was she in danger of sinking.

Immediately after the start, Rainbow went into the lead and was never headed to the finish line which she reached 39 minutes and 58.48 seconds after the starting gun Packard Chriscraft finished second, 37 seconds behind Rainbow and Curtiss Baby Gar, finishing in third place, 59 seconds after Packard Chriscraft. Lady Shores was fourth and Goldfish, fifth. The winner's average speed for the heat, was 45 miles and hour which is considered most remarkable in a displacement boat of twenty-five feet in length, powered with a motor of only 625 cubic inches. Last year's winner, Packard Chriscraft, showed a speed of 40.6 m.p.h. in her best heat, thus showing an increase of five miles an hour in speed in one year's time.

Rainbow III, with Commodore Greening again at the wheel, was an easy winner of the second heat, held on the afternoon of August 31st. In this heat, Gar Wood, acting contrary to the doctor's orders under whose care he was during the regatta, drove his own boat, Curtiss Baby Gar, and would have won third place except for his over-anxiousness to get across the starting line ahead of the fleet, which caused him to cross before the starting gun, thus necessitating making an extra lap and fifth place. However, his time was much better than in the previous heat, having cut down Curtiss Baby Gar's time for thirty miles, from 41 minutes 34.05 seconds, to 41 minutes 1.03 seconds, making his boat come in less than two seconds astern of Packard Chriscraft if the extra lap is not considered. This increase in the speed of Curtiss Baby Gar probably resulted from changes in the boat's under body, which Commodore Wood made between the first and second heats. It brought her speed up from 43.3 m.p.h. to 43.8 m.p.h., an increase of one-half mile per hour, while all the other competitors showed somewhat less speed in the second heat than in the first.

The third heat for the Gold Cup provided the best competition of the entire meet. Commodore Greening drew second place from the pole for his start, but was content to remain idle at the line, thus making a standing start and following the field across the starting line. Commodore Gar Wood was again at the helm of Curtiss Baby Gar. He had made further changes in the underbody of his boat which gave him the necessary additional speed to keep ahead of Packard Chriscraft, which, on the two previous days, had little trouble in passing him when it was desired. Instead of getting his boat across the line ahead of the gun, as he did in the second heat, Commodore Wood timed his boat so perfectly for this start, that she crossed the line leading the field, only .17 of a second after the starting gun had been fired. He took the lead, followed by Caleb Bragg in Packard Chriscraft and the two boats maintained practically the same position throughout the ten laps. Commodore Greening, piloting Rainbow, gradually overhauled the leaders, and on the fourth lap spurted, passing the bunch and continuing in the lead until the unfortunate mishap occurred in the eighth lap. At the time of the accident, he was almost a mile ahead of Commodore Wood and Caleb Bragg. He had been running laps at better than 45 miles an hour, while Curtiss Baby Gar was averaging 44.30, and Packard Chriscraft 44.29.

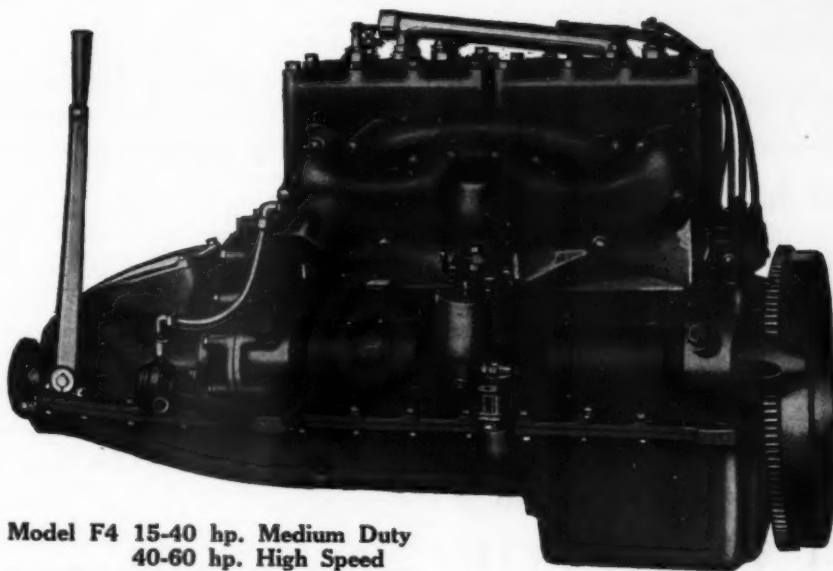
Lady Shores, with Howard C. Rose at the wheel, finished third, averaging 42.5 miles per hour.

Colonel Vincent did not race his Baby Packard in the final heat. This is the boat which capsized at the start of the first heat, but did race on the second day. However, it was found that the spill had strained the hull somewhat, changing her shape and thus reducing her speed by something like two miles an hour over the maximum which it was possible to obtain from Baby Packard in trials previous to the races. Edsel Ford's Goldfish is reported to have broken an oil pump previous to the third heat, and could not be made ready in time.

Baby June also failed to finish this heat as in the other two. A complete summary of the races will be found on page 104.



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Keen Competition on The Chesapeake

(Continued from page 29)

plans and it was decided to advance the date of the meet to August 25.

A larger fleet of boats assembled on the earlier dates, and had it been possible to run the races as originally intended, the regatta would have been a tremendous success. After a lapse of two weeks it was not again possible to assemble as large a fleet as would otherwise have been the case.

A representative fleet of boats was present for the contests and a full program of events was carried out. The first event scheduled was a blind handicap race for cruisers and was run over a short course a little over a mile in length, which was covered five times.

The fastest time per lap was then selected as a unit and the plus or minus variations from this unit were added algebraically and the lowest total score determined the winner. Elkhorn, a standard 33-foot Elco cruisette, belonging to E. W. Hughlet of Trapp, Md., was successful in this event, with a score of 8 while Virginia E, owned by A. D. Porter of Washington, was second with a score of 13.

A free-for-all race for runabouts was next held and was designed to furnish the committee with some figures for a handicap event to be run later. Six fast boats took part in this event and it was won by Atalanta, owned by J. Ruppert Schalk of Rhinebeck, N. Y., second place was taken by Nedlen, a fast little runabout, while the others followed along in order, with the committee busily noting down their times per lap. The rate of speed established in this event was at the rate of about 35 m.p.h. for Atalanta, and a little better than 30 miles for Nedlen.

An event which furnished much amusement to the spectators was a race for outboard engined dinghies. Two boats took part in this, and while they were unequally matched as far as the hulls were concerned, the engines were both Elto twins, and the race naturally went to the lighter of the two boats, which was the tender for the cruisette Elkhorn, owned by E. W. Hughlet.

After an intermission during the luncheon interval, the handicap races were started for both the cruisers and the fast displacement boats. While the competitors and guests were having their lunch, the committee spent its time figuring the handicaps and they were all ready when the program was resumed. The handicaps were based on the time made in the course of the races in the forenoon, and the boats were started on these with the slowest boat going first. The cruiser class was worked out very well, and Virginia E, although she started four minutes behind Elkhorn, succeeded in overtaking her and beating her across the finish line by a matter of six seconds.

The handicaps for the fast boats were worked out in the same way, and the difference in starting time between the slowest and fastest boats was thirty-eight minutes and twenty-four seconds. The slowest boat, Comet, was started and the others followed in turn at intervals, until Atalanta started last. The race was to be four times around a course of 5½ miles in length, and it was interesting to see how the fastest boats gradually overhauled the slower ones. Atalanta got into difficulties in the third lap, due to an obstruction in the spray nozzle of the carburetor. On account of this she withdrew, and the race was won by Peach Blossom, a little boat with a big engine, and owned by S. Buttrell of Washington, D. C. She finished first and was followed by Bobolink, fifty-two seconds later, after which came Nedlen, twenty-eight seconds behind, while Comet the limit boat, came in within a minute and a half later. All the boats finished inside of three minutes, which was very close, considering the wide variations in types and speeds.

The final event of the day was a chance race in which all the boats took part. It was to be expected that the faster boats would finish first, and on actual order of finish Atalanta was the first back, followed closely by Bobolink and Comet. In the drawing for the prize, which took place immediately after the finish Atalanta's good fortune stayed with her, and Captain Schalk drew the prize winning number.

The committee which took charge of the races was headed by Rear-Commodore A. A. Hathaway, who was ably assisted by William McP. Bigelow. Mr. Bigelow arranged all of the details in connection with the races, and carried the burden of all the preliminary and a good deal of the final work. The committee was assisted and advised by F. W. Horenburger of MoToR BOATING, who in his capacity of surveyor for the American Power-Boat Association, was called upon for assistance in handling the various details of the regatta.

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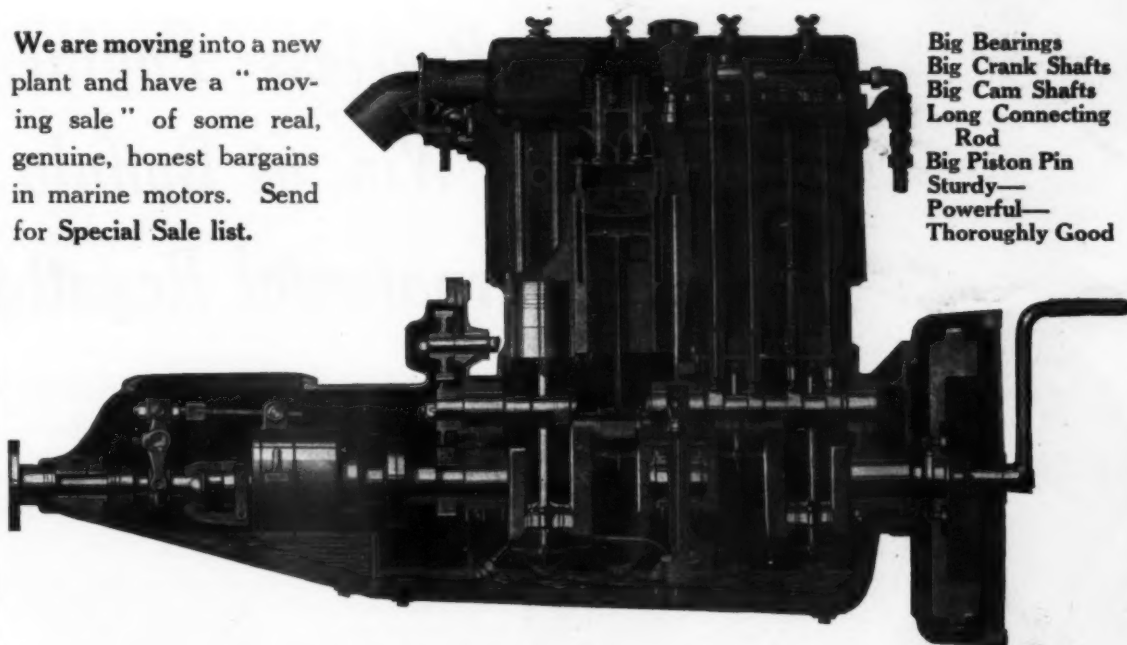
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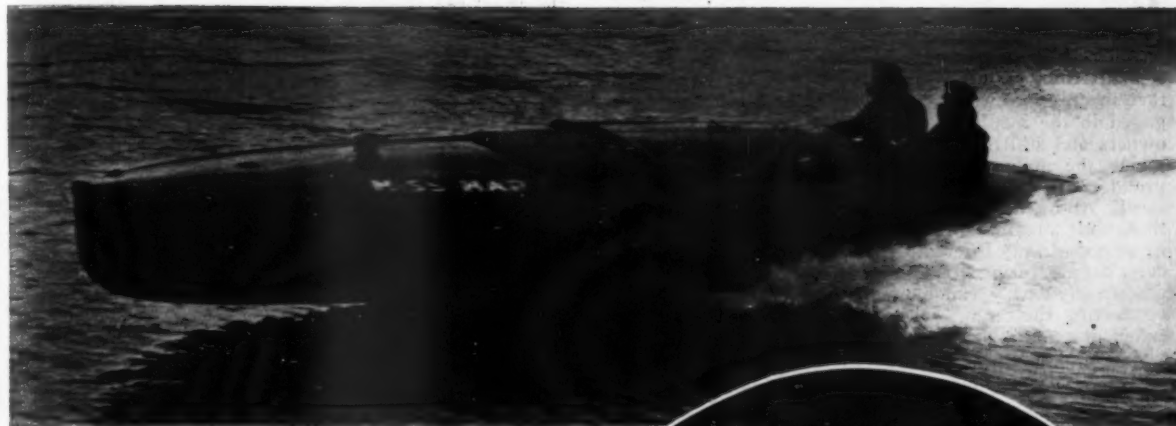


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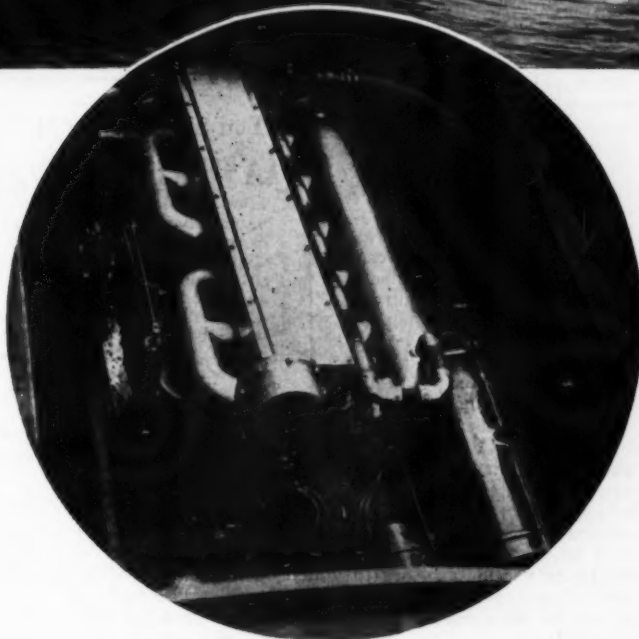
Miss Mary

At the Buffalo International Regatta, held on September 13th, 14th and 15th Peerless Marine Engines proved themselves in a class for speed and reliability with the highest priced marine engines, including several special high powered racing motors and converted Liberties.

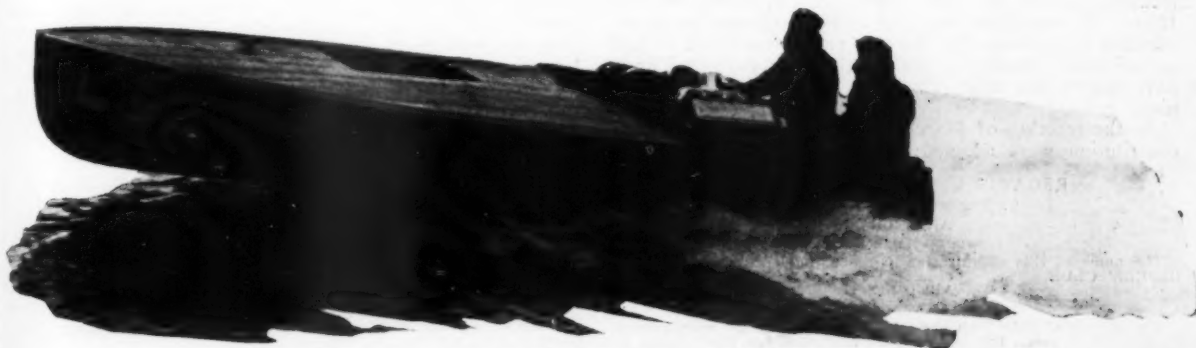
Baby June, a 27½ ft. runabout owned by Geo. C. Hall and powered with a 6 cylinder Peerless, won the Interstate Trophy for runabouts powered with 625 cubic inch motors. This same boat won eighth place in the 150 mile International Sweepstakes Race at Detroit on Labor Day, although it had the smallest motor of any boat in the race.

Miss Mary, a 25½ ft. runabout owned by E. L. Grimm and also powered with a 6 cylinder Peerless, took first place in the second and third heats of the race for 625 cubic inch runabouts.

Miss Peerless, owned by E. L. Grimm and powered with a Peerless engine, won the Leary Trophy for hydroplanes for the second consecutive year.



The Peerless engines in Baby June, Miss Mary and Miss Peerless are all our regular stock marine engines and are not special in any way. They are identically the same as the engine you will get if you order one of these Peerless high speed engines for your boat.



Miss Peerless

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The Regatta Circuit Riders' Club

Its Inception, Purposes, and Growth to Date

By Ira Hand

FOR a number of years past, and coincident with the growth and popularity of motor boat regattas in certain sections of our country, particularly along the Great Lakes and in the Middle West, close observers had noted that, despite the ardent efforts of the local regatta committees, there was something lacking. At the larger race meets there would be present many men actively engaged in the motor boat industry, others who were boat owners and still others who had journeyed many miles to inhale the atmosphere of the races simply because the grand sport of motor boating was in their blood, so to speak. All of these men were boosters and it occurred to us that, with all of this material to draw upon, herein lay a great opportunity to create an organization that could render a definite service to motor boating. Regatta Committees are usually busily enough engaged in preparing for and conducting their races without having, as a general rule, sufficient time to devote to the entertainment and care of visitors. Then, too, at many race meets, the local committee has been embarrassed by the non-appearance of a long list of officials who had been previously named in the regatta circulars and, as a consequence, more or less incompetent helpers had to be pressed into service at the last moment to act as judges, timers, recorders and in other vitally important capacities. Then, too, it was felt that a more wide-spread interest in the regatta itself could be built up by direct communication with men in the industry and in the sport.

The movement was launched at the 1923 National Motor Boat Show in New York City. At a luncheon held in Grand Central Palace attended by thirty-seven men who were interested in the subject, the writer, acting as Temporary Chairman, explained in detail the ideas that pointed out the need of such an organization in the motor boat field and some of the many useful purposes to which such a club could be put. Every person present voted in the affirmative in answer to the question—should such a club be organized? Nominations of officers were then in order and a committee was appointed to select the following officials: Commodore, Vice-Commodore and Secretary-Treasurer. After a consultation, the Nominating Committee presented the following names to serve as officers for a term of one year: For Commodore, Wilbur H. Young; for Vice-Commodore, Arthur J. Utz; for Secretary-Treasurer, Ira Hand. A committee was also named to draw up a constitution and by-laws for the club and it was voted to hold an adjourned meeting at the Hotel Commodore on Thursday, March 1st, after the close of the show that evening.

At the meeting of March 1st, the following articles of constitution were adopted:

REGATTA CIRCUIT RIDERS CLUB

CONSTITUTION

ARTICLE I

NAME

The name of this organization shall be the REGATTA CIRCUIT RIDERS' CLUB.

ARTICLE II

OBJECTS

The objects of this Club shall be to promote better management of motor-boat races, but not to make any rules for the running of same; to cooperate with all existing motor boat racing organizations; to standardize entry forms, instructions, starting and timing

signals; to insure the accuracy of timing and the preparation of the official reports and press matter; to establish headquarters at suitably located points for the entertainment of visiting members and to promote harmony and good fellowship throughout the racing field.

ARTICLE III MEMBERSHIP

Any person who has had experience in the management of motor boat races and whose application is endorsed by two members shall be entitled to membership. A membership card will be issued.

ARTICLE IV GOVERNMENT

The officers of the Club shall be a Commodore, Vice Commodore, Rear-Commodore, Secretary-Treasurer and a Commander for each district. The officers are to be elected annually by the members and the District Commanders to be appointed by the Commodore. All officers are to serve until their successors are elected. The officers are to be ex-officio members of all committees.

ARTICLE V DUES

None.

ARTICLE VI BY-LAWS

None.

You Should Be a Member of the R C²

A NEW but already very useful organization is the Regatta Circuit Riders' Club. It has filled a hole which has long been a gap in the organization of motor boating activities. It is an organization of service only. Any club in the country is free to call upon the R. C. R. C. for assistance in any matters relating to racing, cruising and allied subjects.

Ira Hand, 29 West 39th Street, New York, N. Y., is Secretary-Treasurer of the Regatta Circuit Riders' Club. MoToR Boating suggests that all boatmen get in touch with Mr. Hand for further particulars regarding the activities of the R C².—*Editor.*

Following the adoption of the constitution, A. T. Griffith was unanimously chosen to fill the office of Rear-Commodore and Commodore Young then appointed the following committees:

MEMBERSHIP COMMITTEE: Charles F. Chapman, Herbert L. Stone, M. S. Cornell, Jr., E. M. Gregory and J. W. Sackrider.

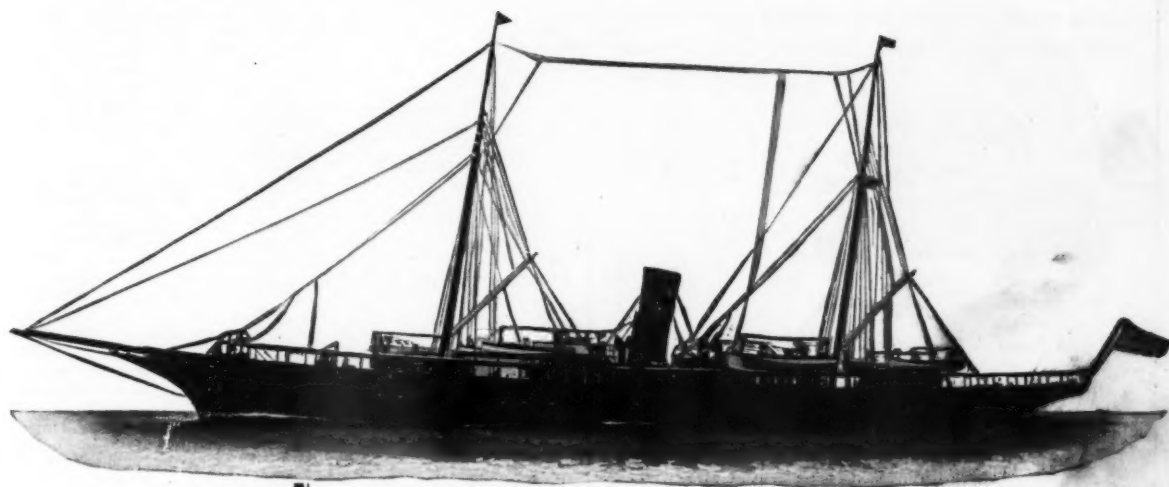
COMMITTEE ON PUBLICITY: Arthur F. Aldridge, A. T. Griffith and Gerald T. White.

R. C. R. C. headquarters had already been established at the Hotel Commodore and a great many new members were taken in during the continuance of the show. The

movement has spread rapidly among those in the motor boat fraternity and members have been kept constantly informed throughout the present season regarding all important regattas in this country. The Commodore appointed local District Commanders at all of the larger race meets whose duty it was to select some hotel or club as headquarters, make reservations, plan entertainment features and directly aid the local Race Committee by placing in its hands the names of competent officials who would positively be present for duty when the races were to be held.

At Detroit, for instance, during the recent Gold Cup Regatta and Sweepstake Race, the Hotel Whittier was named as R. C. R. C. headquarters and reservations for visiting members were made there in advance by the District Commander, L. H. Thomson. The finest of accommodations were afforded us, including a large private dining room and club room, the use of which was extended, without charge, by the hotel management. Guest cards of the Detroit Yacht Club and other local clubs were available to all of our members, special entertainment features were carried out, transportation to the yacht club was provided without cost and everything possible was done for the comfort and convenience of those who had enlisted in our organization. There were forty-six R. C. R. C. members registered as present at the Detroit Regatta, among them being a number of competent and experienced racing officials, whose services the local Regatta Committee availed itself of.

At the present writing, for the (Continued on page 116)



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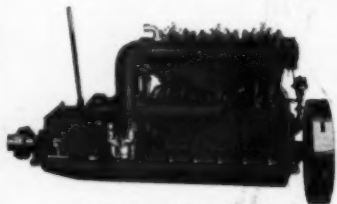
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The Regatta Circuit Riders Club

(Continued from page 114)

International Regatta to be held at Buffalo under the auspices of the Buffalo Launch Club, District Commander Arthur J. Utz has made all arrangements for the establishment of R. C. R. C. headquarters at the new Hotel Statler, and all transportation and entertainment arrangements for visiting members have been carefully planned in advance. The Race Committee in charge of the Buffalo Regatta will have plenty of available material to draw upon from the ranks of the R. C. R. C. for assistance in the actual conduct of the races that are scheduled and it is expected that, as was the case with Detroit, the attendance of motor boat fans from all over this country and Canada will be greater than ever before as a direct result of the activities of the Regatta Circuit Riders' Club.

The immortal Doctor Johnson said: "Keep your friendships constantly in repair". This, it would seem, should make a fitting motto for the R. C. R. C. Greater than all the work of promotion of these race meets—greater than the races themselves—is the good that can be accomplished for any industry or sport by the foregoing as closely together as possible of those whose chief interests are centered in that industry or sport. Exchanges of ideas, expansion of acquaintanceships and renewal of old friendships, all of these things come as the natural result of bringing men together. The aim of the R. C. R. C. is to promote this good fellowship and expansion of acquaintanceships in motor boating. If we can bring about, through such an organization as ours, an *esprit de corps* among the enthusiastic members of the motor boating fraternity, then will we have accomplished that which we have set out to do. Individual yacht clubs have their Barnacle organizations, the automobile field has established its Old-timers' Club and its Flat Tire Club and in many other branches of sport and industry similar movements have been launched, all with practically the same purpose—boosting the game. The Regatta Circuit Riders' Club will never in any way interfere with the workings or purpose of any other organized body in the motor boat field, instead, the R. C. R. C. watchword might well be said to be **HELP AND SERVE**.

A list of District Commanders for 1923 and a full list of members enrolled to date will serve to show better than any mere expression of words the calibre of the organization and the rapid strides that it has made in membership. During the 1924 National Motor Boat Show at Grand Central Palace, New York, opening Friday, January 4 and closing Saturday, January 12, R. C. R. C. headquarters will again be established at some convenient hotel and arrangements are being made to hold a Get-Together Dinner and Meeting at which time officers will be elected for the ensuing year and plans for the season of 1924 will be mapped out.

MEMBERS OF THE REGATTA CIRCUIT RIDERS' CLUB

Arthur F. Aldridge, Clement G. Amory,
W. D. Beauvais, George A. Benington, Richard E. Berlin, William McP. Bigelow, Humphrey Birge, E. B. Blakely, F. D. Bormann, Horace E. Boucher, Carleton T. Bradley, R. S. Bridge, William C. Bruns, M. S. Cornell, Jr., Fred A. Carroll, Charles F. Chapman, E. E. Church, Matthew G. Collins, Charles A. Crigui, George F. Crouch, Aran DeRoy, J. C. Dilsdall, Herbert Ditchburn, J. W. Dixon, Hoarce E. Dodge,
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Ralph Thompson, L. H. Thomson, J. C. Thorner, James J. Tracy, J. R. Trautner, E. B. Treat, L. L. Tripp,
Arthur J. Utz, Joseph Van Blerck,
Richard H. Wastcoat, Phil Wood, J. C. Work, Gerald T. White, John H. Wells, Walter B. Wilde, Donald E. Willard,
Wilbur H. Young.

New Canadian Light List

The Department of Marine and Fisheries of the Dominion of Canada has just issued a new list of lights and fog signals on the inland waters of Canada. This book is unusually complete and the information which it gives is well arranged and carefully worked up. It follows the usual form of books of this kind and gives all necessary information concerning the many aids to navigation in the waters covered.

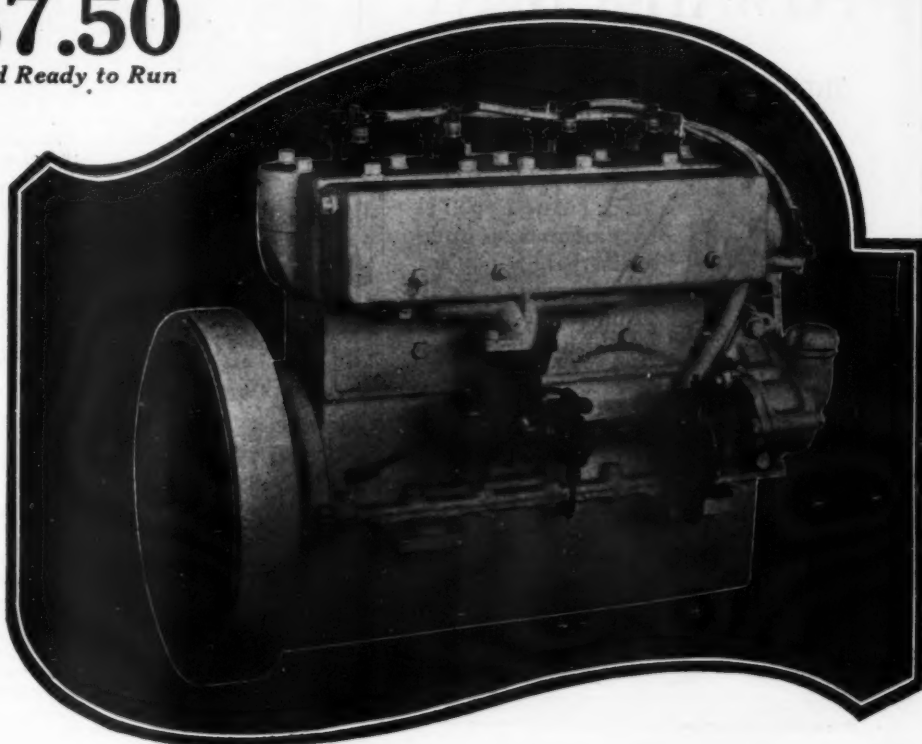
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Where Magneto is desired instead of Atwater Kent System an extra charge of \$10.00 is made in addition to cost of magneto as suitable drive, bracket, etc., must be provided. Any standard make magneto can be installed or purchaser may do this as the only labor involved is the insertion of four screws.

LUBRICATION: A bronze geared oil pump draws oil from large reservoir in base and distributes it to troughs beneath connecting

rods. A pressure gauge which may be mounted on dash or bulkhead gives visible evidence at all times as to lubrication. A float gauge indicates quantity of oil in base.

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CYLINDERS: Four, cast en bloc. This cylinder casting is the real foundation of the motor as the casting includes also the upper half of crank case, the supports for crankshaft bearings and camshaft bearings, the valve stem guides, valve ports, water jackets, and manifold passages.

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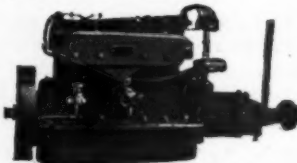
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Yard & Shop

(Continued from page 44)

encountered plenty of icebergs before Mr. McDonald left them to return home. As they reach the Arctic regions Dr. MacMillan and his party will engage in the exciting and dangerous sport of hunting for Walrus in which the Elto motor will play an important part. The Elto was selected by the party for their ship's tender, mainly because of its ease and reliability in starting in severely cold climates. Dr. MacMillan, who was first at the Pole with Perry and who has gone back to the Arctic seven times since, is a seasoned explorer and much interest is being manifested in his present expedition. The schooner Bowdoin, which carries the expedition, sailed from Wiscasset, Maine, in June.

Evinrudes on Police Duty

The Royal Canadian Mounted Police have just ordered an immediate shipment of three 3 1/2 h.p. Standard Evinrude Outboard Motors through the Montreal representative of the Evinrude Motor Co., Milwaukee, Wis. These machines are to see duty in the waters above the arctic circle, according to E. Drolet, the Canadian representative who placed the order. They have just been shipped by express to Quebec where they will be placed on a steamer leaving for the North the last of this month.

Standardized Sea Sleds

The Sea Sled Company, Ltd., of West Mystic, Conn., is putting out a standard twenty-five foot Sea Sled this season. The frames of this boat are of selected oak, the hull of double planked mahogany, laid in canvas, and all fastenings are of copper or brass. The boats are finished bright, with canvas deck, mahogany kingplank and covering boards. An interesting feature of the design is the central cockpit in the single engine, single propelled runabouts. This cockpit is of the airplane type 9-feet 6-inches long and 6-feet wide, with ample capacity for the carrying of 7 to 9 passengers. With all controls forward, as in a motor car, and instruments on an attractive board in front of the driver, the outfit is very good looking and snappy, and is easily handled. Comfortable wicker chairs are supplied for the passengers.

In the single engined hulls a Hall-Scott L.M. 4, 125 h.p. motor is standard equipment, driving the boats better than 30 m.p.h. Optional equipment included the same motor with twin propellers, driving through a Sea Sled gear box, or two Sturtevant 75 h.p. motors; or two Hall-Scott L.M. 4, or L.M. 6 motors each driving a single surface propeller, giving a range of speed up to 50 miles per hour, if required. Sea Sleds of both this runabout and Sedan type were exhibited at the recent National Motor Boat Show and created very favorable comment.

The famous and unique Sea Sled Dinghies which were introduced last season are in great demand for tenders and row boats. They are being built in 8-foot 6, 11- and 13-foot sizes. Planking is Philippine mahogany, battens seam type, finished bright and framing of selected oak. Transoms of all the dinghies are built sufficiently strong to take any standard make of outboard motor. A new development this season is the installation of the Evinrude two cylinder inboard motor in the eleven and thirteen foot dinghies, which is reported to give these small craft a speed of approximately nine miles per hour.

The Sea Sled Company announces the opening of an office at Room 805, 41 Park Row, New York, in charge of George A. Bennington, General Manager, and the stationing of a Sea Sled Demonstrator at Port Washington, Long Island, available for the use of those interested in these craft, by arrangement with Mr. Bennington.

Elto Expands to Meet Demand

The Elto Outboard Motor Company still continues to increase its manufacturing capacity to meet the big demand for Elto Light Twin Motors. The Elto Organization under the efficient management of its President and General Manager, Ole Evinrude, has grown phenomenally since the introduction of its latest motor, the Elto Light Twin. The outdoor public was quick to recognize the superiority of this excellent motor and this year's demand, which promises to be far in excess of that of any previous year, is keeping the factory running both day and night. Not only has it been necessary to recently add more factory floor space but new and larger offices have also been found necessary and the Company has secured a fine suite of offices right in the heart of the city, making them easily available and convenient for visitors and business callers. Ole Evinrude has added several fine improvements to the Elto this year and there is every indication of a busy year ahead for this company.

(Continued on page 120)

EXTRA RESERVE STEARNS MARINE ENGINE

The "Extra Reserve" that appears on the nameplate of STEARNS Marine Engines is more than a mere advertising slogan. It is a promise of plus power, beyond the rated capacity of that engine—fulfilled every time the demand for additional power presents itself.

For example: the rating on our model MER—150 HP at 1850 R.P.M., is only about 80% of the power that this engine can develop. In the other models this Extra Reserve power is proportioned to the size of the engine.

Think of this when you are in the market for an engine. Compare our prices. Go over the specifications point by point. The arguments are all so much in favor of STEARNS Marine Engines that you cannot afford not to have them in your boat, whatever its type or size.

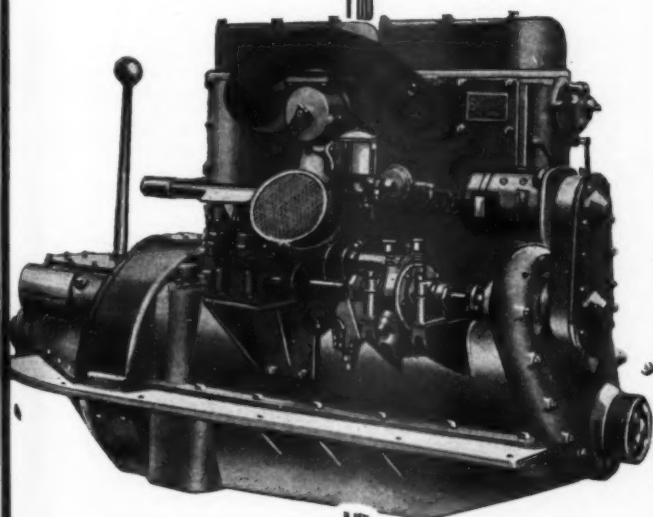
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Model MGU $4\frac{1}{4} \times 6''$
20-45 HP at 600-1200 RPM.
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remain for the boating man this season. One, to haul out the boat and cover it with a good canvas cover.

The other is to get out the Carpenter & Co. Catalog and make out a list of next season's requirements while the matter is fresh in mind.

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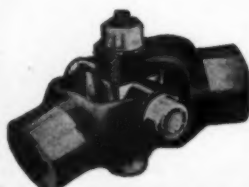
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BLOOD-BROTHERS MACHINE CO.

Allegan

Michigan

Making the Sweepstakes Race a Reality

(Continued from page 43)

which should be sufficient atonement.

Outside entries will be permitted under the following conditions: any boat, the plans of which do not meet with the approval of the majority of contestants and which they therefore decline to order, may be entered by an individual with the understanding that that boat must be present for the trials and pass all conditions, and furthermore, should this boat pass the trials successfully, the entrant is obligated to pool his boat in the drawing with any or all of the other contestants should it be so demanded.

With twenty enthusiasts willing to take a chance—and there should be that number provided the plans are carefully drawn to develop a fast but practical boat, equipped with reliable motors of equal power. The manufacturers of boats and motors should become actively interested, as the chances of ordering something new in the interests of better competition would not rest with any one person, but would be equally shared by all—every entrant hoping, of course, to draw the boat that makes the fastest performance during the trials.

Another feature which should appeal to the sportsman is the fact that these provisions put it up to the boat and engine manufacturers, not only to complete the boats and prepare them for the trials, but to put them through the trials, having guaranteed performances upon a certain date. The sportsman therefore—theoretically at least—receives a boat all tuned up and ready for the race and has nothing to do but accept it, step in and drive it.

In making these suggestions, I feel confident that there are several times twenty men who would like to race as much as Gar Wood, Colonel Vincent, Edsel Ford, and Horace Dodge, providing the last named gentlemen, who have the advantage of experienced organizations, are willing to pool these advantages and take the same chance as the others. This plan in no way detracts from the relative merits of the various boats, the contestants merely gambling among themselves as to which boat they shall drive, everyone having an equal opportunity.

Cruising Across the Gulf

(Continued from page 37)

through Mississippi Sound is available. Many interesting cities are located on this body of water, and can be reached through dredged channels quite easily. Among these are Pascagoula, Biloxi, and Gulfport. At Ship Island there is a separation in the route and in order to reach New Orleans on Lake Ponchartrain we follow the route through Rigolets to the lake. This is an easy route to follow as it is well protected. Another available route follows Lake Borgne and enters the Mississippi River, via a canal, and enables one to enter the Mississippi River. To approach the mouth of the Mississippi, a southerly course is taken at Ship Island, and Chandeaur and Breton Sounds are crossed to the Mississippi Delta. There are several entrances to the river, but some of these are shallow particularly at the mouth. While they are passable to boats which are familiar with them, strangers are not advised to try them. The entrance known as South Pass has ample depth of water and is well marked. The entrance known as South West Pass is also deep, and provided with lights and buoys. New Orleans is about ninety-five miles up the river from the entrance. There are also numerous villages on both banks of the river below New Orleans at which gasoline and supplies are obtainable. At New Orleans most anything wanted can be had. The Southern Yacht Club is located on Lake Ponchartrain and is the center of yachting activity in this section.

Yard and Shop

(Continued from page 118)

Linoleum Cement

In many cases where linoleum is used as a floor covering on board boats and yachts, it is not properly attached to the floor which it covers. The proper way to secure this material is by the use of the special grades of glue made for this particular purpose. These cements will attach linoleum to any type of floor, either wood, concrete or steel. A special form of these glue products is made by L. W. Ferdinand & Co., of Boston, Mass., under the trade name of Twentieth Century Glue Cement. The properties of these glues are such as to cause them to hold firmly and materials upon which they are placed. They are water proof, and not subject to temperature changes.

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The New Hacker Creation and A New Standard Of Value

All mahogany natural finish boat. Seats 8 people. Double Cockpit.

Equipped with 50 horse power engine, speed 23 to	
25 m. p. h.	\$2750.00
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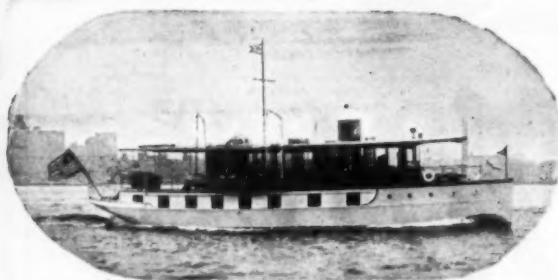
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Booth Tarkington Has a Hobby

(Continued from page 26)

The photographer and I, dispatched from New York to Kennebunkport on a few minutes' notice, had been given emphatic instructions to photograph Booth Tarkington in every conceivable pose and environment on his motor boat, the Editor had said, and in his work room, with his ship models, in his afternoon clothes, and in his knickerbockers.

"But," I had protested, "suppose he doesn't want to put on his knickers. How can I make him?"

"Tomorrow he will be more than obliging," the Editor had informed me. "He abhors pictures, but we have been maneuvering this for weeks, and he will wear anything you ask."

Yet when Mr. Tarkington met us at the railroad station, his sympathetic eyes and his lips smiling quietly in greeting, we did not feel that the time was ripe to ask him to put on his knickers. Nor, when we found ourselves at the hospitable door of Seawood, did the request seem propitious.

The truth is that the gentleman from Indiana, clad immaculately in blue coat and white flannels, looked just as you would expect the author of *Magnolia*, or *The Turmoil*, or *Monsieur Beaucaire*, to look. You wouldn't want him to change anything. At 54 he is kindly, companionable, alive; his eyes, under heavy brows, show insight and understanding, and there are lines of laughter around his mouth. The shoulders are negligently stooped, conveying the impression that life is full of contentment if you don't throw out your chest and look for trouble. The cane, not needed for walking, is yet an inseparable part of Mr. Tarkington's equipment. It shows in him (he will tell you) the outcropping of the primordial instinct to wield a club. He may go through life without using it, even on interviewers, but he likes to feel its companionship.

Seawood, the Kennebunkport dwelling in which the Tarkingtons make their home from May to November, deserves description in architectural terminology—for the long, dignified house is a thing of beauty and soul-satisfying proportions. However, in leading the way to his roomy study in the north wing, Mr. Tarkington was less concerned with its beauty than with the story of its building.

It was started without an architect, and the elder Clark, carpenter and father of the boat-builder about to be mentioned, allowed that he could do it without plans or specifications. Clark's first thought was typically nautical. In looking over the unbroken ground he asked Mr. Tarkington how he wanted the house to set—whether with the road or with the points of the compass.

"With the road, I think," said the prospective householder. "Make it so," replied the Down Easter. Then, turning to his son: "Now Clem, you just step out and get the course of the road and we'll lay the house on the same course."

In the building the Clarks ran into unforeseen difficulties, and the services of a local architect were requisitioned. He was a man who had lived all his life in a homestead which is the most perfect survival of Colonial architecture within miles of Kennebunk, and his soul was surfeited with classic proportions. Given free rein with Seawood's destiny, he immediately effervesced into scrolls, gimcracks, and upstairs bay windows to such an alarming extent that it was necessary to replace him with a Beaux Arts graduate. With this accession the house attained its present beauty, no notable changes being made in the owner's original idea.

That idea was, intrinsically, to achieve simplicity and spaciousness, and in the author's high-ceilinged study you see how successful the attempt has been. From the broad desk, which stands ten feet from any wall, there is a vista of nearly a hundred feet under the balcony to the library, and beyond to the reception hall and the dining room. Here, you immediately think, is where you could write *Penrod*—if you had the talent.

The gray walls of the study are hung with paintings and half models of ships, and in the corners and under the windows at the end are full models of oldtime sailing vessels—not the kind that the professional model makers build, but those, as Mr. Tarkington says, that "come from the captain's widdier."

While keeping it constantly in mind that a description of Booth Tarkington's motor boat is supposed to be engaging the reader's attention, it is impossible to proceed before mentioning the sea chest that stands by the west wall—next to the model of the Dutch 48-gun frigate *Concordia*, and opposite the pirate figurine by Dwight Franklin, and diagonally across from the model of the delectable brigantine, and—

But it is the chest that particularly interests us. Mr. Tarkington first came upon its lid used as a mantel ornament in a neighbor's house, and admired the quaintness of the seascape

(Continued on page 124)

Here's a Suggestion—

Soon you will be hauling your boat out for the coming winter. Now is the time to order a Standard Reverse Gear—then you will have plenty of time to install it during the winter months.



The smooth engagement and tremendous holding power of the Standard Multi-Cone Clutch is due to its great friction surface. See the four large cones in the illustration above and note that all the friction surface is at the point of greatest diameter which increases the leverage and holding strength. These cones are much larger and sturdier than the thin plates used in a multiple disc clutch. The Standard is the only reverse gear that can use this exclusive Multi-Cone clutch.



An oil groove with packing makes this case oil-tight at every joint. Oil traps at the end of each bearing prevent leakage. A ball thrust bearing at the rear is an integral part of the Standard Gear.

We all know the delivery conditions existing in the early spring, when everyone is ordering new equipment for their boats, in their mad rush to be the first over when the season opens. Many a boatman who has not paid attention to this suggestion in the past, has blamed the poor overloaded manufacturer because he couldn't handle a full year's production within a few short weeks.

We can assure you that we do our best to satisfy everyone who wants a Standard Reverse Gear. Better be on the safe side this coming season—so please place your order now.

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Booth Tarkington Has a Hobby

(Continued from page 122)

painted on its under side. "Yes," the villager allowed, in the flat, crackling voice of the Down Easter, "that picture took first prize in the village exhibition of paintings." And no wonder.

Painted in 1759 by an artist whose name is undecipherable, it shows in a prodigious panorama of island peaks and continents the year-long voyage of a Dutch fisherman. The script beneath it reads, "*De groote ende kleyne vissery*, A. D. 1758," and for those who have not brushed up recently in their Dutch, it may be translated as "The large and small fisheries." Whales disport themselves below the fleets of fishing vessels, small boats ply between ship and shore with firewood and water, and sails billow out on scalloped waves.

Seeing the lid of the chest, Mr. Tarkington naturally asked for the chest itself, and found it, a fit companion piece, stowed away in the attic. It is of staunch construction, showing little record of the thousands of leagues it traveled from Holland to the Antipodes and on to its final haven in Kennebunkport. On its front is burned the name of its first owner, Jim Caurieles, 1759. Jim must have gone on by this time, human flesh being what it is, but the pride that he felt in the construction and decoration of his sea chest still lives.

During the interval that we have been kept away from the motor boat, the photographer has busied himself with time exposures and flashlights, and it is now time to visit Clem Clark's boat-house where, in a gentle temperature of twenty below zero, the Zantu was fashioned. Chick, the driver of the Tarkington motor car, takes us, and remains sitting at the wheel, chewing a piece of wood, while we interview the carpenter. Chick doesn't care much for cars or driving, but he has navigated the Tarkington vehicle for ten years and has sort of come into the habit of it. He is a Down Easter who never looks at the sea, but who can't live at Kennebunk, four miles from the port, because it is too far inland.

Clem Clark refused positively to stand before the camera or to let his boat-house be photographed. He hasn't shaved and he never took a good picture. Hadn't tried it in forty years. We could go and photograph the Zantu, which, being designed by William H. Hand, and owned by Booth Tarkington, was interesting—but we wouldn't find anything worth taking around his place. He hadn't noticed any of the other yacht builders like the Lawleys of Boston letting themselves be pictured.

I drew Mr. Tarkington aside and left Clem to the mercy of the photographer, knowing that he had undone himself with his final words. It happened that the photographer had taken pictures of the Lawleys not six weeks before. Two minutes later Clem came out of his shop, blueprint in hand, and the deed was done.

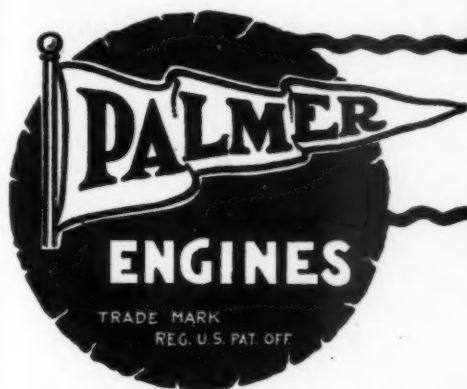
"Get Thurkill," had been the final injunction of the Editor, and now, the boat-house and the builder of the Zantu being taken, we proceeded to "get" the captain of the craft. Thurkill was aboard when we arrived at the dock, and his head emerged from Zantu's companionway in answer to Mr. Tarkington's whistle. He rowed ashore and ferried us out, calm, speculative, taking pride in the appearance of his craft. Clark did a great job of building when he put Zantu together, and Thurkill spread the final coats of varnish with a master craftsman's hand. The boat rides as lightly and shines as brilliantly as a Portuguese man-o-war, and is altogether something to strike fire in a Down Easter's heart.

While Thurkill was rowing back for the members of the afternoon's sailing party and the photographer was below, wedging his bulk into narrow places to perpetuate Zantu's cabin and engine compartment, Mr. Tarkington told me something of his captain.

"Thurkill," he said, "shipped on a whaler in 1885 to hunt the sperm fisheries of the Caribbean. He signed on for a year, but bad luck followed the ship and she returned at the end of eleven months with only 200 barrels of oil in her hold. The crew gathered in the purser's office for paying off and Thurkill took his place in line. In his turn the man ahead came up to get his money, and the purser, checking up accounts, said, 'Young man, you've bought oilers and shirts and pants and cut plug from the slop chest, and instead of me owing you anything, you owe me \$5.' That was enough for Thurkill. He had bought more shirts and more pants and more cut plug than the man ahead, and he dodged out of line and through the back door with no less in his pocket than he had at the beginning of the cruise—nothing."

Whalers are conservative as a class, but Thurkill prefers the Zantu, with her twenty-five mile speed, and her self-starting Sterling engine, to the heavy oars of a whaleboat. Now, on his return from shore, he announced that the tide was high

(Continued on page 126)



Power Your Boat with a Palmer Engine

Palmer Engines are reaping the reward of more than a quarter century of honest manufacturing and fair dealing. Year in and year out, Palmer popularity grows as new buyers are added to the hundreds of boatmen who are operating Palmer Engines with supreme satisfaction.

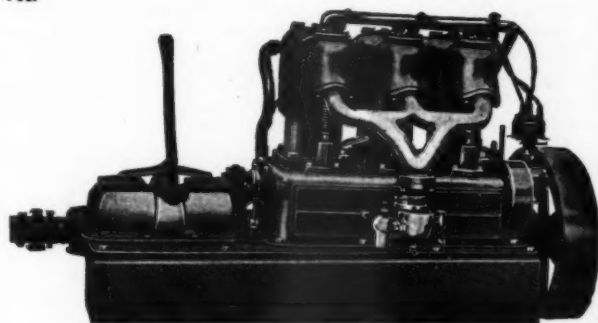
Palmer Engines are built for every type of boat, 2 H.P. to 80 H.P. High speed, medium duty and heavy duty.



Model VH, 14-16 H.P.

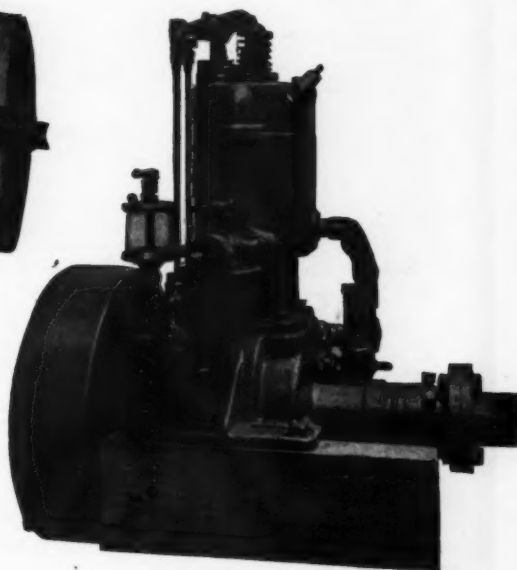
A high speed four cycle engine with enclosed overhead valves and overhead camshaft. Equipped with starter, generator, battery, high tension magneto, jump spark ignition. Four cylinders, cast en bloc.

There isn't a handsomer, smoother running or more up-to-date engine on the market than the Palmer Model VH.



The famous Palmer NR the most popular medium duty marine motors on the market. Bore 5 inches. Stroke 6 inches.

NR-2	10-12 H.P.
NR-3	15-18 H.P.
NR-4	20-24 H.P.



Model YT, 2 H.P.

A four cycle valve-in-head motor designed especially for yacht tenders and other small boats. Weight 95 lbs.

You'll never find a better built, more carefully designed or more reasonably priced motor than the Palmer, no matter which size and type of Palmer engine you consider.

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When writing to advertisers please mention *MoToR Boating*, the National Magazine of Motor Boating, 119 West 40th Street, New York



Bosch

The Robert Bosch Magneto Company, Inc., Wants You to Know

It wants every motorist—every motor boat owner—every jobber, garage owner and dealer in automotive accessories to know:

First—That Robert Bosch Products are the *only* genuine, original Bosch Products.

Second—That Robert Bosch Products are alone responsible for the good standing of the Bosch reputation throughout the automotive industry the world over for more than a generation and today.

Third—That, regarding the sale of the former Bosch Magneto Company; even assuming the legality of the sale, the fact that the purchaser of the former Bosch Magneto Company's assets could have secured for himself or others, were inanimate objects—Land, Buildings, Materials, Machinery, Plans, etc. He could not obtain and pass on to others, the inventive genius, the high standards of manufacture, the care and precision in selecting and fabricating materials, the experience, knowledge and ability of the organization responsible for the reputation and performance of the genuine, original Bosch Products.

Fourth—That we have no connection whatsoever with any other concern of similar sounding name.

Fifth—That the quality of genuine, original Bosch Products should be judged by products bearing the Robert Bosch name and trade mark—and by no other.

Sixth—That it is our desire to differentiate as far as is humanly possible—our product and name from that of any other manufacturer in the industry.

Seventh—That the energies of this institution are, and have always been, confined to the development and advancement of the automotive industry without being distracted by irrelevant ventures.

Eighth—That we stand back of the quality of our product with all of the jealous, wholesouled pride of every honest man in his creation.

Ninth—That we regard the interests of the consuming automotive public so highly, that we will do everything in our power to protect these interests against possible dissatisfaction due to the trust placed in the name "Bosch."

Finally, we want all to know.

That by specifying Robert Bosch when purchasing automotive equipment, they are guaranteed securing the absolute satisfaction that has always been assured by genuine, original Bosch Products.

And as a further guarantee of the genuine—this trade mark



and the name Robert Bosch are stamped on every product.

Robert Bosch Magneto Co., Inc.

Largest Producers of Quality Automotive Equipment

OTTO HEINS, President

123 West 64th Street

New York

Chicago Branch: 1302 South Wabash Avenue
Service Stations in Principal Centers the World Over

No connection whatsoever with the American Bosch Magneto Corporation.

Booth Tarkington Has a Hobby

(Continued from page 124)

enough to let us clear the river bar, and we made ready to put to sea. The photographer was ferried to another boat so that he might take pictures of Zantu under way, and we nosed silently down the channel and out beyond the breakwaters.

There was a sparkle in the air, complemented by a shimmer on the water, and Mr. Tarkington, seated at the wheel, translated the exhilaration of the afternoon into terms of speed. Under his tense fingers the throttle crept up the quadrant and the bow lifted, lifted, while the spray flew out in a bridal veil and the train lay flat behind. You could see then that the author-playwright had been miscast. His genius has compelled him to follow a literary course, and all the time he has wanted to be a sailor.

Here is how, in a letter to a friend, Booth Tarkington described the recent trial trip of his 31-foot beauty:

"I'd be mighty pleased to have the boat celebrate Clem Clark. He deserves it. There aren't many of his type left—enthusiastic craftsmen who 'work with their hands' and are so absorbed in the beautiful work they do that they haven't time to think of new orders and money. I wish you could have seen that gaunt figure on the trial trip. Rained cats and dogs: he was a human water spout, water shooting from elbows, nose, and knees—he didn't know it.

"Great sensation for me, that trip! It seemed a miracle, and Clem a sort of Merlin. He'd built a great animal, and brought her to life in the storm, a northeaster. And such vehement life! The deck rose up underfoot, there was a roaring, and we tore the river in two. I never did get such a thrill.

"Next day we did our ocean trial trip—still a northeaster—and I had to hang on for my wet skin. Believe I'm entitled to be called a sea dog after that. A little too much thrill! Golly! But the boat behaved like a magnificently trained slave, and took the heavy sea as she was builded to."

From Motor-Car-ing to Motor Boating

(Continued from page 28)

bridge deck cruiser was the only type of boat to have while still others said that what I really wanted was a trunk cabin boat. To all I listened patiently, not having the slightest idea what they were talking about and permitting each one to think that his favorite type of boat was the only one that I would even consider. I listened to these friends and then went out and purchased what I thought was best suited to my requirements.

First, however, I eliminated sailing boats of all kinds. Sailing a boat is something that cannot be picked up in a few weeks. I felt sure of that after I witnessed a race at Larchmont. With me I think that it would happen quickly and at once and only once.

Again, I felt that a motor boat engine could not be wholly different from a motor car engine and surely I was familiar with motor cars. So, a motor boat seemed to be the logical thing. The next question was to determine size. As we wanted a boat that we could live on, and as there are three of us, I wanted comfortable cabin space and reasonable deck space. As for speed I thought that about twenty to twenty-five miles an hour would be my limit, at the beginning anyway. It was quite a shock when I learned that twelve miles an hour is the average speed for motor boats. That night I drove my car for a distance of a mile at twelve miles an hour and I came to the conclusion that anybody who got into trouble while travelling at that speed must be a first class boob. Very likely there is a joker somewhere in this speed business as applied to boats. I shall probably find it in due course of time. Possibly I'll find that twelve miles an hour is for some reason or other a perilous pace.

With my requirements clearly defined (I hate these people that go shopping without any idea of what they want) I started into study advertisements seriously and to collect catalogs. One firm that advertised in MoToR BoATiNg had a New York sales room with boats on exhibition. I wandered in there one day and introduced myself. I felt somewhat acquainted with these boats because of detailed descriptions that I had read in the magazine. And right here I want to offer this thought: Why is it that advertisers so carefully conceal all the facts that a prospective purchaser wants to know? In other words, why don't the advertisements say something? During this period of consideration as to which boat to buy, many a time I threw down the magazine in utter disgust at the inane advertisements. Possibly these advertisements meant something to the manufacturer or to an experienced boatman, but to me they meant nothing. The detailed descriptions that I refer to were interesting because they told me something.

(Continued on page 128)



There can be no relief from stubborn starting without change of ignition

YOU must know from experience and observation that hard stubborn starting has always been the curse of the outboard motor. Your common sense must tell you that with gasoline getting poorer in quality every year, there can be no possible relief from hard, stubborn and uncertain starting without a change in ignition. You can be sure that Ole Evinrude, the pioneer designer and manufacturer of outboard motors made no backward step when he discarded old type ignition.

As a manufacturer and user of much experience, he knew that old type ignition was the cause of hard starting and he adopted the well-known Atwater-Kent Unisparker with battery ignition. He says:

"Considering that present gasoline is poorer in quality, and that for use in outboard motors it must be mixed with lubricating oil, the only relief from stubborn starting is a big hot spark, independent of cranking speed."

A big hot spark is always "on tap" from the Elto's Hot Shot Water-proof Battery. The Elto instantly starts at the *first quarter turn* without use of ropes or strength. Anyone in the family can start the Elto. Atwater-Kent Unisparker prevents juice waste; battery lasts full season and more. No complicated electrical devices. No returning to factory for re-magnetizing. Every hardware store is a service station. It's easier to snap a battery into connection than to crank, crank, crank!

Write for catalog — not a picture book, but full of facts — packed with specific information to help you judge true motor values.

Dealers and Demonstrating Agents—No middlemen. A fine opportunity if your territory is still open.

Elto Outboard Motor Co.

(Dept. F.) Mfgs. Home Bldg. Milwaukee, Wis.



Designed
by
Ole Evinrude

Full 3 H. P.—that's an extra H. P. over other lightweight outboards. **Safe Rudder-Steering**—no dangerous pivot turning.

Lightest per H. P. of all outboard motors—yet double the bearing surfaces of other lightweight motors.

Floating type propeller shaft—another exclusive Elto feature—which in addition to safety-tilting, protects drive and propeller shafts and gears from disalignment, fast wear and breakage.

Big Bearings—the Elto is a true marine type motor, with double the area of crankshaft and connecting rod bearings found in other light motors.



Elto

**3 H.P. Fast
Light Twin**
"As light as right"

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NOT a single failure

Widest use and severest tests have
proved the superiority of the

CUTLESS BEARING

made by

Goodrich



A great improvement in stern tube
bearings and outboard strut bearings
for tugs, motor boats and launches.

Its tough Olivite Rubber surface
reduces screw vibration, prevents
scoring of bearing or shaft, is not
injured by sandy, gritty water, gives
much longer service. Investigate
fully.

THE B. F. GOODRICH RUBBER COMPANY
Akron, Ohio

From Motor-Car-ing to Motor Boating

(Continued from page 126)

I explained my requirements to the salesman in charge, a Mr. Frank Johnson. Together we looked over a thirty-four-foot boat called a Cruisette. As it stood there on the floor, supported by big cradles, it looked to me like an ocean liner and I wondered if my automobile friend had not uttered a great truth when he said that I had more nerve than wisdom.

That particular boat seemed to fit my requirements nicely. It had comfortable cabin room in which four could sleep. On that day I learned what a pipe berth is, although I had been reading the words for many weeks. A pipe berth, for you who are in my class, is a berth like an upper Pullman, the frame of which is made of pipe. This boat had two regular berths and two pipe berths. Returning to the subject of advertisements for a minute, several that I had read talked about transom berths and pipe berths. Now, will you please tell me, how I, a land lubber about to buy a boat is to know what these terms mean? I simply inject that thought because it illustrates what I said before about advertisements.

To return to the boat: A corner of the cabin served as a kitchenette. The door to the clothes closet, when unhinged and unfolded served as a dining room table. All in all, that boat was just about as complete and just about as compact as could be.

"Tell me," I said to Mr. Johnson, "can I depend upon that boat just the same as I depend upon my car? I've driven a Sterns-Knight car for ten thousand miles and have not touched it except for gas and oil. Are motor boats perfected to that degree?"

Mr. Johnson assured me that they were.

"And now what would I do if I got stalled out in the Sound, say? If the motor went dead." And as I uttered that word "Sound" and then looked at the boat I felt that it would be months, if ever, before any such trip was ever made.

"Well," he replied, "what would you do if your car stalled on the road? You'd get out and try to locate the trouble, wouldn't you? First, you'd look at your gas supply and then at your ignition; and if you couldn't locate the trouble you'd get towed in to a garage, wouldn't you? Now on a boat you'd do the same thing with the exception of getting out. You'd take this partition out and then this one (Mr. Johnson slipped out two partitions, one in the cabin and the other on the deck) and there you have the whole motor so that you can get at every part."

"Yes," I said. "That is all right, but how about that towing?"

"Wherever you go with this boat you'll always have other boats near you or passing you and you'll never have any trouble in getting a tow to the nearest port."

As with my friend on the Club porch, I asked many questions. I was right from Missouri. I wanted to be sure that if I purchased a boat, I could run the thing. For the second time I was told that no driver's examination was necessary; that all I had to do was to secure a license number for the boat, take it out and use common sense.

Mr. Johnson explained the system of signals to me; and he added a bit of wisdom born of great experience that I shall never forget. "These signals are all clearly understood," he said, "but let me tell you one thing; there is always a lot more of room at the other fellow's stern than there is at his bow."

That afternoon I went down to the works of this company at Bayonne. I met Mr. Chase. We went out in the bay in a Cruisette. For a few minutes I steered the boat. It was entirely different from handling a motor car. Again, I wondered if my motor car friend was not, after all, correct in that remark of his about nerve and wisdom.

However, the boat is ordered. We have named it the Wanderer. We take delivery on it next Friday. We're going to run it from Bayonne to Manhasset Bay, where I've arranged to anchor it—I was going to say, park it. Of course, we'll get someone to help us on that maiden trip.

I've put motor car-ing behind me. I wonder what is before me!

A Self-Priming Pump

Of interest to designers, builders, and owners of motor boats, is a new rotary self-priming pressure pump recently placed on the market by the Rotor Pump Works, 47-53 Dinsmore Place, Brooklyn, N. Y. This pump is made in two sizes, of 300 and 500 gallons per hour capacity, and is either direct-connected to a suitable 12, 32, or 110-volt motor, mounted on a base 6 1/2 by 11 inches. Many adaptations of this pump to the motor boat are possible, among which are the following: bilge, deck and fire pumping, in combination or separately, fresh water for the galley from bilge tanks, salt water for sanitary use, for filling or emptying both tub, circulation in hot water, heating, raising gasoline to gravity supply tanks, etc. The Rotor pump, as it is called, was perfected by Austin E. Potter.

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